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House of Representatives

The House met at 9 a.m.

The Chaplain, the Reverend Daniel P. Coughlin, offered the following prayer:

Lord God, ever faithful to Your covenant with Your people, and always loving to those who call upon Your Holy Name, be with us today and in the unfolding historic days ahead. In this land of liberty, we freely choose to be renewed in faith and place our trust in You.

At this time of seeking justice, Lord, guide our President and the Members of this Congress. Confirm them and all Americans, military and civilians alike, to the noble task of performing daily work to the best of their ability.

Already You have lifted this Nation from death and debris with stories of heroes and heroines, songs of revitalized patriotism and new depth of unity born out of love of family and love of country.

With Your help, our grieving will never end but become fond remembrance. With Your help, our response to all forces of evil and injustice has just begun and will never cease.

Emerging from clouds of dismay, You Lord, have brought about quiet resolve, a deeper respect for all humanity and a longing for lasting peace.

Lord, may the words of Daniel Webster which are engraved above this Chamber now come to life in the flesh and bone of this country.

Let us develop the resources of our land, call forth its power, build up its institutions, promote all its great interests and see whether we also, in our day and generation, may not perform something worthy to be remembered.

And with Your blessing, may this country itself become a vast and splendid monument, not of oppression and terror, but of wisdom, of peace, and of liberty upon which the world may gaze with admiration forever. Amen.

THE JOURNAL

The SPEAKER. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER. Will the gentleman from New York (Mr. REYNOLDS) come forward and lead the House in the Pledge of Allegiance.

Mr. REYNOLDS led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

ANNOUNCEMENT BY THE SPEAKER

The SPEAKER. The Chair will delay 1-minute requests until the end of the legislative day.

MAKING IN ORDER AT ANY TIME CONSIDERATION OF H.R. 2904, MILITARY CONSTRUCTION APPROPRIATIONS ACT, 2002

Mr. HOBSON. Mr. Speaker, I ask unanimous consent that it be in order at any time for the Speaker, as though pursuant to clause 2(b) of rule XVIII, to declare the House resolved into the Committee of the Whole House on the State of the Union for consideration of the bill (H.R. 2904) making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2002, and for other purposes, and that consideration of the bill proceed according to the following order.

The first reading of the bill shall be dispensed with.

All points of order against the bill and against its consideration are waived.

General debate shall be confined to the bill and shall not exceed 1 hour equally divided and controlled by the chairman and ranking minority member of the Committee on Appropriations.

After general debate the bill shall be considered for amendment under the 5-minute rule.

During consideration of the bill for amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused it to be printed in the portion of the CONGRESSIONAL RECORD designated for that purpose in clause 8 of rule XVIII, and amendments so printed shall be considered as read.

At the conclusion of consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted.

The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER. Is there objection to the request of the gentleman from Ohio?

There was no objection.

GENERAL LEAVE

Mr. HOBSON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 2904, and that I may include tabular and extraneous material.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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H5867

MILITARY CONSTRUCTION
APPROPRIATIONS ACT, 2002

The SPEAKER. Pursuant to the order of the House of today and rule XVIII, the Chair declares the House in the Committee of the Whole of the State of the Union for the consideration of the bill, H.R. 2904.

□ 0905

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 2904) making appropriations for military construction, family housing, and base realignment and closure for the Defense Department for the fiscal year ending September 30, 2002, and for other purposes, with Mr. GILLMOR in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the order of the House of today, September 21, 2001, the bill is considered as having been read the first time.

The gentleman from Ohio (Mr. HOBSON) and the gentleman from Massachusetts (Mr. OLVER) each will control 30 minutes.

The Chair recognizes the gentleman from Ohio (Mr. HOBSON).

(Mr. HOBSON asked and was given permission to revise and extend his remarks.)

Mr. HOBSON. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, before I present the subcommittee's recommendations, let me take a moment to address the events perpetrated on the United States last week.

America has been hurt by these attacks, but we are far from defeated. We will care for our wounded and mourn for those who have lost their lives. We will repair the physical damage to our institutions and seek out those who are responsible. We will have justice. We will stand together, and we will emerge from this catastrophe stronger than before.

This subcommittee is committed to working with the Defense Department to ensure the necessary resources are available for reconstructing the Pentagon and improving the anti-terrorism and force protection measures of defense facilities at home and abroad.

Let me assure the Members, the funding needed to rebuild the Pentagon will be made available from last week's \$40 billion emergency spending meas-

ure; and it is my understanding that the Department is already moving ahead with the reconstruction effort from the first \$10 billion provided to the President.

Mr. Chairman, I would also like to point out that the portion of the Pentagon which was damaged in the attack on September recently received a thorough renovation. The safety improvements made as part of those renovations, including the Kevlar window protection and the new sprinkler system, have been credited with saving more lives from being lost in the attack.

Although the renovation of the Pentagon was originally funded through the Subcommittee on Defense of the Committee on Appropriations and the Pentagon Renovation Revolving Fund, we fully expect the reconstruction of the destroyed wedge of the building to be funded through the military construction defense-wide appropriation.

For now, the President has encouraged America to go back to work. This includes the Congress, and today we are moving forward with this needed legislation to improve the quality of life for our military personnel.

This legislation also includes numerous infrastructure and security improvements at bases across the country. These are desperately needed by our military forces. Force protection requirements are addressed in every new building or major renovation, and we will continue to work with the Department to ensure these requirements are current and met.

Therefore, it is my pleasure to present to the House the recommendations of the military construction appropriations bill for fiscal year 2002.

I would particularly like to thank the gentleman from Massachusetts (Mr. OLVER), my ranking member, and other members of the subcommittee for their help in producing a bipartisan recommendation.

The bill presented to the House today totals \$10.5 billion. This represents a \$1.56 billion, or 17 percent increase, from last year's appropriation. This appropriation amount is within the 302(b) allocation for both budget authority and outlays.

The recommendations before the House are solid, fully funded priority projects for the services and our troops. The legislation helps meet the needs of our military families and improves our national security infrastructure. It is fiscally responsible,

while supporting the housing, child care and medical needs of our military.

Within the \$10.5 billion, we have been able to address quality of life issues, including \$1.2 billion for troop housing, \$43 million for child development centers, \$199 million for hospital and medical facilities, \$1.1 billion for new family housing units and for improvements to existing units, and \$2.9 billion for operating and maintenance of existing family housing units.

In this bill, there is over \$1.1 billion for overseas construction of family housing. This subcommittee has seen firsthand the conditions that our troops live and work in overseas, and we are appalled by what we have seen. This \$1.1 billion only begins to buy down these requirements, but it will go a long way for the spirit and morale of our servicemen and women stationed overseas.

We have worked closely with the authorizing committee; and I would like to thank the gentleman from New Jersey (Mr. SAXTON) and his staff for their help, particularly Phil Grone, a long-time staff member who is leaving to go down to the Defense Department.

Also this year we have had a new clerk of our committee, Valerie Baldwin. Valerie and her staff have done a great job in her first year as clerk.

I would also like to thank Tom Forhan of the minority staff. Tom has traveled with us as we have gone around. He has been very helpful in making sure that this is a bipartisan bill.

Of course, I have to thank my ranking member. The gentleman from Massachusetts (Mr. OLVER) has been a great Member. He has gone with us all over the world looking at facilities, making sure that the environment is protected, and where we are going for the future. He has done a terrific job in learning this job. This is not an easy job to learn, and he has done a great job at it.

In conclusion, this \$10.5 billion is roughly 3 percent of the total defense budget, but it directly supports the men and women in our Armed Forces. There are critical shortfalls in our defense infrastructure; and we believe this bill begins to address those shortfalls, in increasing productivity, readiness, recruitment and retention, all very vital at this most critical time in our national defense.

Mr. Chairman, I include the following tabular material for the RECORD.

MILITARY CONSTRUCTION APPROPRIATIONS BILL, 2002 (H.R. 2904)
(Amounts in thousands)

	FY 2001 Enacted	FY 2002 Request	Bill	Bill vs. Enacted	Bill vs. Request
Military construction, Army.....	907,878	1,760,541	1,739,334	+ 831,456	-21,207
Foreign currency fluctuation adjustment	-635			+ 635	
Rescission.....			-36,400	-36,400	-36,400
Miscellaneous appropriations (P.L. 106-554).....	26,941			-26,941	
Supplemental appropriations (P.L. 107-20)	9,144			-9,144	
Total.....	943,328	1,760,541	1,702,934	+ 759,606	-57,607
Military construction, Navy	929,113	1,071,408	1,154,248	+ 225,135	+ 82,840
Foreign currency fluctuation adjustment	-2,889			+ 2,889	
Rescission.....			-19,588	-19,588	-19,588
Supplemental appropriations (P.L. 107-20)	3,187			-3,187	
Total.....	929,411	1,071,408	1,134,660	+ 205,249	+ 63,252
Military construction, Air Force.....	868,294	1,068,250	1,185,220	+ 316,926	+ 116,970
Miscellaneous appropriations (P.L. 106-554).....	11,974			-11,974	
Supplemental appropriations (P.L. 107-20)	5,065			-5,065	
Total.....	885,333	1,068,250	1,185,220	+ 299,887	+ 116,970
Military construction, Defense-wide	819,954	694,558	863,058	+ 43,104	+ 168,500
Foreign currency fluctuation adjustment	-7,115			+ 7,115	
Rescission.....			-10,250	-10,250	-10,250
Supplemental appropriations (P.L. 107-20)	-14,376			+ 14,376	
Total.....	798,463	694,558	852,808	+ 54,345	+ 158,250
Total, Active components.....	3,556,535	4,594,757	4,875,622	+ 1,319,087	+ 280,865
Military construction, Army National Guard	281,097	267,389	313,348	+ 32,251	+ 45,959
Miscellaneous appropriations (P.L. 106-554).....	4,490			-4,490	
Total.....	285,587	267,389	313,348	+ 27,761	+ 45,959
Military construction, Air National Guard	203,381	149,072	198,803	-4,578	+ 49,731
Supplemental appropriations (P.L. 107-20)	6,700			-6,700	
Total.....	210,081	149,072	198,803	-11,278	+ 49,731
Military construction, Army Reserve	108,499	111,404	167,769	+ 59,270	+ 56,365
Military construction, Naval Reserve	64,331	33,641	62,351	-1,980	+ 28,710
Rescission.....	-2,400		-925	+ 1,475	-925
Total.....	61,931	33,641	61,426	-505	+ 27,785
Military construction, Air Force Reserve.....	36,510	53,732	81,882	+ 45,372	+ 28,150
Total, Reserve components.....	702,608	615,238	823,228	+ 120,620	+ 207,990
Total, Military construction	4,259,143	5,209,995	5,698,850	+ 1,439,707	+ 488,855
Appropriations	(4,261,543)	(5,209,995)	(5,766,013)	(+ 1,504,470)	(+ 556,018)
Rescissions	(-2,400)		(-67,163)	(-64,763)	(-67,163)
NATO Security Investment Program.....	171,622	162,600	162,600	-9,022	
Family housing, Army:					
New construction.....	165,459	59,200	61,700	-103,759	+ 2,500
Construction improvements	63,450	220,750	220,750	+ 157,300	
Planning and design	6,528	11,592	11,592	+ 5,064	
Subtotal, construction	235,437	291,542	294,042	+ 58,605	+ 2,500
Operation and maintenance	969,566	1,108,991	1,096,431	+ 126,865	-12,560
Foreign currency fluctuation adjustment	-19,911			+ 19,911	
Subtotal, operation and maintenance	949,655	1,108,991	1,096,431	+ 146,776	-12,560
Supplemental appropriations (P.L. 107-20)	26,480			-26,480	
Total, Family housing, Army	1,211,572	1,400,533	1,390,473	+ 178,901	-10,060
Family housing, Navy and Marine Corps:					
New construction.....	204,669	114,847	124,847	-79,822	+ 10,000
Construction improvements	192,652	183,054	203,434	+ 10,782	+ 20,380
Planning and design	19,914	6,499	6,499	-13,415	
Subtotal, construction	417,235	304,400	334,780	-82,455	+ 30,380
Operation and maintenance	880,696	918,095	910,095	+ 29,399	-8,000
Foreign currency fluctuation adjustment	-1,071			+ 1,071	
Subtotal, operation and maintenance	879,625	918,095	910,095	+ 30,470	-8,000
Supplemental appropriations (P.L. 107-20)	20,300			-20,300	
Total, Family housing, Navy and Marine Corps.....	1,317,160	1,222,495	1,244,875	-72,285	+ 22,380

MILITARY CONSTRUCTION APPROPRIATIONS BILL, 2002 (H.R. 2904)—Continued
(Amounts in thousands)

	FY 2001 Enacted	FY 2002 Request	Bill	Bill vs. Enacted	Bill vs. Request
Family housing, Air Force:					
New construction.....	71,857	140,800	140,800	+ 68,943	.....
Construction improvements	173,663	352,879	370,879	+ 197,216	+ 18,000
Planning and design	12,732	24,558	24,558	+ 11,826	.....
Foreign currency fluctuation adjustment	-6,839	.....	.....	+ 6,839	.....
Subtotal, construction	251,413	518,237	536,237	+ 284,824	+ 18,000
Operation and maintenance	824,453	869,121	858,121	+ 33,668	-11,000
Foreign currency fluctuation adjustment	-5,392	.....	.....	+ 5,392	.....
Subtotal, operation and maintenance	819,061	869,121	858,121	+ 39,060	-11,000
Supplemental appropriations (P.L. 107-20)	13,625	.....	.....	-13,625	.....
Total, Family housing, Air Force	1,084,099	1,387,358	1,394,358	+ 310,259	+ 7,000
Family housing, Defense-wide:					
Construction improvements .....	.....	250	250	+ 250	.....
Operation and maintenance	44,787	43,762	43,762	-1,025	.....
Total, Family housing, Defense-wide	44,787	44,012	44,012	-775	.....
Department of Defense Family Housing Improvement Fund .....	.....	2,000	2,000	+ 2,000	.....
Homeowners assistance fund, Defense .....	.....	10,119	10,119	+ 10,119	.....
(By transfer) .....	.....	.....	(7,730)	(+ 7,730)	(+ 7,730)
Total, Family housing	3,657,618	4,066,517	4,085,837	+ 428,219	+ 19,320
New construction	(441,985)	(314,847)	(327,347)	(-114,638)	(+ 12,500)
Construction improvements	(429,765)	(756,933)	(795,313)	(+ 365,548)	(+ 38,380)
Foreign currency fluctuation adjustment	(-6,839)	.....	.....	(+ 6,839)	.....
Planning and design	(39,174)	(42,649)	(42,649)	(+ 3,475)	.....
General reduction .....	.....	.....	.....	.....	.....
Operation and maintenance	(2,779,907)	(2,939,969)	(2,908,409)	(+ 128,502)	(-31,560)
Foreign currency fluctuation adjustment	(-26,374)	.....	.....	(+ 26,374)	.....
Family Housing Improvement Fund .....	.....	(2,000)	(2,000)	(+ 2,000)	.....
Homeowners Assistance Fund .....	.....	(10,119)	(10,119)	(+ 10,119)	.....
(By transfer) .....	.....	.....	(7,730)	(+ 7,730)	(+ 7,730)
Base realignment and closure accounts:					
Part IV	1,022,115	532,200	552,713	-469,402	+ 20,513
Supplemental appropriations (P.L. 107-20)	9,000	.....	.....	-9,000	.....
Total	1,031,115	532,200	552,713	-478,402	+ 20,513
GENERAL PROVISIONS					
General provision (sec. 129)	-100,000	.....	.....	+ 100,000	.....
Foreign currency account (sec. 132)	-83,000	.....	.....	+ 83,000	.....
Grand total:					
New budget (obligational) authority	8,936,498	9,971,312	10,500,000	+ 1,563,502	+ 528,688
Appropriations	(8,938,898)	(9,971,312)	(10,567,163)	(+ 1,628,265)	(+ 595,851)
Rescissions	(-2,400)	.....	(-67,163)	(-64,763)	(-67,163)
(By transfer) .....	.....	.....	(7,730)	(+ 7,730)	(+ 7,730)

Mr. Chairman, I reserve the balance of my time.

□ 0915

Mr. OLVER. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I want to start out by returning the thanks that the gentleman from Ohio (Mr. HOBSON), the chairman of the subcommittee has already given. I want first to thank the chairman for his cooperation in the production of what is truly a bipartisan bill. I want to thank also the very excellent work that has been done by the staffs, both the majority staff, so ably led by Valerie Baldwin, and our minority staff, Tom Forhan from the minority, and my own personal staff, Suzanne DuMont.

Mr. Chairman, I want to make clear that America will find no difference between the majority and the minority in our support for the men and women who protect America. So I endorse the comments that have been made along those lines by the chairman.

This bill was reported out before the terrible events of last week, but includes help on the course the President of the United States set in America's fight against international terrorism.

Many Members know that many of our problems with military facilities are with those facilities overseas. It is always easier to get the required resources at home. Troops and their families serving at our bases in foreign countries are more easily forgotten. We have railheads that can barely be used to move equipment, vehicle maintenance shops smaller than the vehicles they are supposed to support, and housing so poor that, for the sake of their families, members of the armed services are reluctant to reenlist.

This bill provides \$500 million more than the President requested earlier this year and, obviously, before the events of September 11. The gentleman from Ohio (Mr. HOBSON) and the committee have already added to the President's requested projects that are badly needed in the Middle East, Europe and the Far Pacific.

We have added, for instance, for separate projects a total of more than \$5 million for two special forces training ranges in the Pacific which will be used to train our troops, our ground troops, the Marines and the Army, for urban combat. We have added more than \$5 million for an Air Force facility in Turkey, and there is another \$12 million for replacing the barracks in Korea. Those are some of the kinds of examples of foreign places where the facilities are particularly inadequate. But what we have been able to do within the allocation is just a small step in the right direction.

We have many serious problems with our facilities overseas that affect not only the quality of life for our troops and their families, but our military readiness as well. We all have a responsibility to work together to correct this grim situation.

The report for this bill begins with a declaration of the committee support for our national efforts to recover from and respond to the terrorist attacks. We may have our differences on a few matters, but on this we are standing together. We need this bill to continue our efforts, to give our support to the men and women who are protecting us in the military. I urge the Members to support the bill.

Mr. HOBSON. Mr. Chairman, I yield 2 minutes to the gentleman from Ohio (Mr. TRAFICANT) for a colloquy.

Mr. TRAFICANT. Mr. Chairman, I would like to first make a brief statement.

America certainly has been a generous Nation. We have literally rebuilt Germany, Japan and Italy after World War II and saved France from collapse. The Marshall Plan and the Truman Plan have saved other countries.

I want to applaud President Bush for challenging both America and the entire free world in one of the great speeches made in our history last night. It is certainly helping to heal America. But there are still some symptoms that exist that must be addressed.

In our great show of patriotism with flags waving all over America, the news has been reported that most of these flags have been made in China. I want to just state that China, as recently as this morning, has announced and pledged support to President Bush and our coalition worldwide. But on Tuesday, September 11, if that date rings a bell, the Chinese Government signed a cooperative agreement with the Taliban government of Afghanistan which, in fact, harbors Osama bin Laden.

I think we have to make sure that nations do not speak out of both sides of their mouths. But my question was, when I first came over, I have added Buy American language to respective bills. After having looked, there were two versions of bills here. I want a clarification.

The Traficant language basically states that any grants awarded under this bill shall be to entities that shall agree to comply with the Buy American Act. In addition, the Traficant language says that any firm or company that is in violation of the Buy American Act shall be ineligible to receive grants or contracts under this bill.

I was under the impression that only one section of that existed, but the staff of the gentleman has basically stated that both provisions are in the bill.

Mr. Chairman, I would like to know if both of those provisions do exist in this particular bill.

Mr. HOBSON. Mr. Chairman, if the gentleman will yield, it is my opinion they do, as it is our intent. I am very sensitive to this. I happen to be pursuing a similar Buy American situation in another bill right now, which I plan to talk to the gentleman about at a later time.

Mr. Chairman, I want the gentleman to know I am very sympathetic to that provision.

Mr. TRAFICANT. Mr. Chairman, I would like to offer that Buy American provision with the gentleman. I want to commend the gentleman for the great job he has done; and I also want to commend our ranking member, the gentleman from Massachusetts (Mr. OLVER) for his initiation here.

Mr. HOBSON. Mr. Chairman, I yield myself such time as I may consume. I have no further requests for time, but I would like to do two things before I ask my ranking member if he has any additional speakers.

First of all, I would like to thank Kenny Kraft of my personal staff who has worked on the Hill for over 20 years. He worked on appropriations for many, many years. He has been very helpful to me as we put this bill together, along with the staff of the committee. Kenny has been very loyal to our staff, and I very much appreciate that.

Also, the gentleman from Florida (Mr. YOUNG), the chairman of the Committee on Appropriations, feels very strongly about our military and about the military preparedness of our troops. He had hoped to be here this morning; he wanted to speak on this bill, but he has been requested to be in a conference discussing other bills that are before the Committee on Appropriations; and, therefore, he was not able to be here. But both the gentleman from Florida (Mr. YOUNG) and his wife, Beverly, have traveled extensively and have a very strong feeling for our troops and the quality of life of our troops. I want to thank them for their support. I know that the gentleman, if he were here, would be much more eloquent on this, but he has done a great job for us; and I just want to say that I am sorry he is not here this morning, because I know he wanted to do that.

Mr. Chairman, I have no further requests for time, and I would ask my ranking member if he has any further requests for time.

Mr. OLVER. Mr. Chairman, I have no further requests for time, and I yield back the balance of my time.

Mr. HOBSON. Mr. Chairman, I yield back the balance of my time.

Mr. UNDERWOOD. Mr. Chairman, I join my colleagues in support of H.R. 2904, legislation making appropriations for our nation's military construction needs for FY 2002. Passage of this bill will ensure that our military infrastructure is maintained and upgraded to meet our increased national defense demands. Most importantly, this bill will enhance the quality of life for our military personnel and their families by improving the living and working conditions at our military installations.

I am particularly pleased to note that included within this bill is funding for several MILCON projects that will directly support Guam and its strategic role to our national security in the Western Pacific. The military facilities located on Guam will benefit from over \$66 million in new construction and improvements, an amount almost doubling what Guam

received last year. Phase II of the Guam Army Guard Readiness Center and the ground breaking for a Guam Air National Guard training center will go forward as a result of this legislation. These are two very important and desperately needed projects to maintain essential readiness and operational capabilities. Other projects included in the bill are a Forward Operation Location War Reserve Material Storage Facility at Andersen Air Force Base and the modernization of the Navy's Bachelor Enlisted Quarters and Public Works Waterfront Utilities. This bill also contains \$20 million to continue the replacement of Andersen's hydrant fuel system, funding that will equip the base with the largest fuel capacity in the entire Pacific.

The people of Guam welcome this significant boost in military construction activity and appreciate the recognition given our people in uniform, particularly the Guam Army and Air Guards. This bill ultimately bolsters our troops, advances our readiness and strengthens our overall defense capabilities. I commend the Chairman, Mr. HOBSON, and the Ranking Member, Mr. OLIVER, for their diligent work in crafting this important legislation and I urge its passage.

Mr. NUSSLE. Mr. Chairman, I rise in favor of H.R. 2904, providing appropriations for military construction.

H.R. 2904 provides \$10.5 billion in budget authority and \$9.2 billion in outlays for fiscal year 2002. It is fully consistent with the concurrent resolution on the budget and complies with the Congressional Budget Act.

The bill provides exactly the amount of new budget authority permitted under the 302(b) allocation for the Subcommittee on Military Construction. Consequently, it complies with section 302(b) of the Budget Act, which stipulates that appropriation bills may not exceed the reporting subcommittee's 302(b) allocation.

The bill exceeds the level requested by the President by \$529 million in budget authority.

The bill does not designate any emergencies. Nor does it provide any advanced appropriations. It does, however, rescind \$67 million in previously appropriated budget authority.

I commend my colleagues for working to produce a bill that is consistent with our national priorities and the budget resolution.

Mr. BUYER. Mr. Chairman, I rise in strong support of the Fiscal Year 2002 Military Construction Appropriations bill.

This bill is good for defense, and it is good for the nation.

Equally important, it is good for the people of Indiana because it continues to recognize their important contributions to this nation's national security, by providing funding for Grissom Air Reserve Base, the Newport Chemical depot, and the Crane Naval Service Warfare Center.

I would like to thank Chairman HOBSON for honoring my requests for funding.

Specifically for the \$66 million for Newport Chemical depot.

This funding comes on the heels of well over \$145 million for Newport over the last four years.

In addition, this bill provides \$13.2 million to finish Phase III of the Grissom Air Reserve Base Services Complex.

Over the last two years, this body has authorized \$22.1 million for phases I and II, as well as an additional \$4.73 million for the con-

struction of a new Marine Corps Reserve Center at Grissom, and a total of \$4.8 million for three Army National Guard Maintenance Shops in Plymouth, Logansport, and Delphi.

Lastly, this bill provides \$9.11 million for a Microwave Engineering Device Facility and \$5.82 million for a Special Warfare Engineering Facility at the Crane Naval Surface Warfare Center.

Mr. Chairman, I want to thank this body on behalf of the hard working people of Indiana for recognizing their contributions to national security, as well as funding the military construction projects that I have requested.

Mr. HOBSON. Mr. Chairman, I ask unanimous consent that the bill, through page 21, line 13, be considered as read, printed in the RECORD, and open to amendment at any point.

The CHAIRMAN. Is there objection to the request of the gentleman from Ohio?

There was no objection.

The text of the bill through page 21, line 13, is as follows:

H.R. 2904

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated for military construction, family housing, and base realignment and closure functions administered by the Department of Defense, for the fiscal year ending September 30, 2002, and for other purposes, namely:

**MILITARY CONSTRUCTION, ARMY
(INCLUDING RESCISSION)**

For acquisition, construction, installation, and equipment of temporary or permanent public works, military installations, facilities, and real property for the Army as currently authorized by law, including personnel in the Army Corps of Engineers and other personal services necessary for the purposes of this appropriation, and for construction and operation of facilities in support of the functions of the Commander in Chief, \$1,739,334,000, to remain available until September 30, 2006: *Provided*, That of this amount, not to exceed \$163,141,000 shall be available for study, planning, design, architect and engineer services, and host nation support, as authorized by law, unless the Secretary of Defense determines that additional obligations are necessary for such purposes and notifies the Committees on Appropriations of both Houses of Congress of his determination and the reasons therefor: *Provided further*, That of the funds appropriated for "Military Construction, Army" under Public Law 106-52, \$36,400,000 is hereby rescinded.

**MILITARY CONSTRUCTION, NAVY
(INCLUDING RESCISSION)**

For acquisition, construction, installation, and equipment of temporary or permanent public works, naval installations, facilities, and real property for the Navy as currently authorized by law, including personnel in the Naval Facilities Engineering Command and other personal services necessary for the purposes of this appropriation, \$1,154,248,000, to remain available until September 30, 2006: *Provided*, That of this amount, not to exceed \$30,972,000 shall be available for study, planning, design, architect and engineer services, as authorized by law, unless the Secretary of Defense determines that additional obligations are necessary for such purposes and notifies the Committees on Appropriations of both Houses of Congress of his determination and the reasons therefor: *Provided further*,

That of the funds appropriated for "Military Construction, Navy" under division A of Public Law 106-246, \$19,588,000 is hereby rescinded.

MILITARY CONSTRUCTION, AIR FORCE

For acquisition, construction, installation, and equipment of temporary or permanent public works, military installations, facilities, and real property for the Air Force as currently authorized by law, \$1,185,220,000, to remain available until September 30, 2006: *Provided*, That of this amount, not to exceed \$83,000,000 shall be available for study, planning, design, architect and engineer services, as authorized by law, unless the Secretary of Defense determines that additional obligations are necessary for such purposes and notifies the Committees on Appropriations of both Houses of Congress of his determination and the reasons therefor.

**MILITARY CONSTRUCTION, DEFENSE-WIDE
(INCLUDING TRANSFER AND RESCISSION OF FUNDS)**

For acquisition, construction, installation, and equipment of temporary or permanent public works, installations, facilities, and real property for activities and agencies of the Department of Defense (other than the military departments), as currently authorized by law, \$863,058,000, to remain available until September 30, 2006: *Provided*, That such amounts of this appropriation as may be determined by the Secretary of Defense may be transferred to such appropriations of the Department of Defense available for military construction or family housing as he may designate, to be merged with and to be available for the same purposes, and for the same time period, as the appropriation or fund to which transferred: *Provided further*, That of the amount appropriated, not to exceed \$74,496,000 shall be available for study, planning, design, architect and engineer services, as authorized by law, unless the Secretary of Defense determines that additional obligations are necessary for such purposes and notifies the Committees on Appropriations of both Houses of Congress of his determination and the reasons therefor: *Provided further*, That of the funds appropriated for "Military Construction, Defense-wide" under division B, title III, chapter 3 of Public Law 106-246, \$10,250,000 is hereby rescinded.

**MILITARY CONSTRUCTION, ARMY NATIONAL
GUARD**

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the Army National Guard, and contributions therefor, as authorized by chapter 1803 of title 10, United States Code, and Military Construction Authorization Acts, \$313,348,000, to remain available until September 30, 2006.

**MILITARY CONSTRUCTION, AIR NATIONAL
GUARD**

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the Air National Guard, and contributions therefor, as authorized by chapter 1803 of title 10, United States Code, and Military Construction Authorization Acts, \$198,803,000, to remain available until September 30, 2006.

MILITARY CONSTRUCTION, ARMY RESERVE

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the Army Reserve as authorized by chapter 1803 of title 10, United States Code, and Military Construction Authorization Acts, \$167,769,000, to remain available until September 30, 2006.

MILITARY CONSTRUCTION, NAVAL RESERVE
(INCLUDING RESCISSION)

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the reserve components of the Navy and Marine Corps as authorized by chapter 1803 of title 10, United States Code, and Military Construction Authorization Acts, \$62,351,000, to remain available until September 30, 2006: *Provided further*, That of the funds appropriated for "Military Construction, Naval Reserve" under division A of Public Law 106-246, \$925,000 is hereby rescinded.

MILITARY CONSTRUCTION, AIR FORCE RESERVE

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the Air Force Reserve as authorized by chapter 1803 of title 10, United States Code, and Military Construction Authorization Acts, \$81,882,000, to remain available until September 30, 2006.

NORTH ATLANTIC TREATY ORGANIZATION
SECURITY INVESTMENT PROGRAM

For the United States share of the cost of the North Atlantic Treaty Organization Security Investment Program for the acquisition and construction of military facilities and installations (including international military headquarters) and for related expenses for the collective defense of the North Atlantic Treaty Area as authorized in Military Construction Authorization Acts and section 2806 of title 10, United States Code, \$162,600,000, to remain available until expended.

FAMILY HOUSING CONSTRUCTION, ARMY

For expenses of family housing for the Army for construction, including acquisition, replacement, addition, expansion, extension and alteration, as authorized by law, \$294,042,000, to remain available until September 30, 2006.

FAMILY HOUSING OPERATION AND
MAINTENANCE, ARMY

For expenses of family housing for the Army for operation and maintenance, including debt payment, leasing, minor construction, principal and interest charges, and insurance premiums, as authorized by law, \$1,096,431,000.

FAMILY HOUSING CONSTRUCTION, NAVY AND
MARINE CORPS

For expenses of family housing for the Navy and Marine Corps for construction, including acquisition, replacement, addition, expansion, extension and alteration, as authorized by law, \$334,780,000, to remain available until September 30, 2006.

FAMILY HOUSING OPERATION AND
MAINTENANCE, NAVY AND MARINE CORPS

For expenses of family housing for the Navy and Marine Corps for operation and maintenance, including debt payment, leasing, minor construction, principal and interest charges, and insurance premiums, as authorized by law, \$910,095,000.

FAMILY HOUSING CONSTRUCTION, AIR FORCE

For expenses of family housing for the Air Force for construction, including acquisition, replacement, addition, expansion, extension and alteration, as authorized by law, \$536,237,000, to remain available until September 30, 2006.

FAMILY HOUSING OPERATION AND
MAINTENANCE, AIR FORCE

For expenses of family housing for the Air Force for operation and maintenance, including debt payment, leasing, minor construction, principal and interest charges, and insurance premiums, as authorized by law, \$858,121,000.

FAMILY HOUSING, DEFENSE-WIDE

For expenses of family housing for the activities and agencies of the Department of Defense (other than the military departments) for construction, including acquisition, replacement, addition, expansion, extension and alteration, and for operation and maintenance, leasing, and minor construction, as authorized by law, as follows: for construction, \$250,000 to remain available until September 30, 2006; for Operation and Maintenance, \$43,762,000; in all \$44,012,000.

DEPARTMENT OF DEFENSE FAMILY HOUSING
IMPROVEMENT FUND

For the Department of Defense Family Housing Improvement Fund, \$2,000,000, to remain available until expended, for family housing initiatives undertaken pursuant to section 2883 of title 10, United States Code, providing alternative means of acquiring and improving military family housing, and supporting facilities.

HOMEOWNERS ASSISTANCE FUND, DEFENSE

For the Homeowners Assistance Fund established by Section 1013 of the Demonstration Cities and Metropolitan Development Act of 1966, as amended (42 U.S.C. 3374) \$10,119,000, to remain available until expended.

BASE REALIGNMENT AND CLOSURE ACCOUNT

For deposit into the Department of Defense Base Closure Account 1990 established by section 2906(a)(1) of the Department of Defense Authorization Act, 1991 (Public Law 101-510), \$552,713,000, to remain available until expended: *Provided*, That not more than \$511,670,000 of the funds appropriated herein shall be available solely for environmental restoration, unless the Secretary of Defense determines that additional obligations are necessary for such purposes and notifies the Committees on Appropriations of both Houses of Congress of his determination and the reasons therefor.

GENERAL PROVISIONS

SEC. 101. None of the funds appropriated in Military Construction Appropriations Acts shall be expended for payments under a cost-plus-a-fixed-fee contract for construction, where cost estimates exceed \$25,000, to be performed within the United States, except Alaska, without the specific approval in writing of the Secretary of Defense setting forth the reasons therefor.

SEC. 102. Funds appropriated to the Department of Defense for construction shall be available for hire of passenger motor vehicles.

SEC. 103. Funds appropriated to the Department of Defense for construction may be used for advances to the Federal Highway Administration, Department of Transportation, for the construction of access roads as authorized by section 210 of title 23, United States Code, when projects authorized therein are certified as important to the national defense by the Secretary of Defense.

SEC. 104. None of the funds appropriated in this Act may be used to begin construction of new bases inside the continental United States for which specific appropriations have not been made.

SEC. 105. No part of the funds provided in Military Construction Appropriations Acts shall be used for purchase of land or land easements in excess of 100 percent of the value as determined by the Army Corps of Engineers or the Naval Facilities Engineering Command, except: (1) where there is a determination of value by a Federal court; (2) purchases negotiated by the Attorney General or his designee; (3) where the estimated value is less than \$25,000; or (4) as otherwise determined by the Secretary of Defense to be in the public interest.

SEC. 106. None of the funds appropriated in Military Construction Appropriations Acts shall be used to: (1) acquire land; (2) provide for site preparation; or (3) install utilities for any family housing, except housing for which funds have been made available in annual Military Construction Appropriations Acts.

SEC. 107. None of the funds appropriated in Military Construction Appropriations Acts for minor construction may be used to transfer or relocate any activity from one base or installation to another, without prior notification to the Committees on Appropriations.

SEC. 108. No part of the funds appropriated in Military Construction Appropriations Acts may be used for the procurement of steel for any construction project or activity for which American steel producers, fabricators, and manufacturers have been denied the opportunity to compete for such steel procurement.

SEC. 109. None of the funds available to the Department of Defense for military construction or family housing during the current fiscal year may be used to pay real property taxes in any foreign nation.

SEC. 110. None of the funds appropriated in Military Construction Appropriations Acts may be used to initiate a new installation overseas without prior notification to the Committees on Appropriations.

SEC. 111. None of the funds appropriated in Military Construction Appropriations Acts may be obligated for architect and engineer contracts estimated by the Government to exceed \$500,000 for projects to be accomplished in Japan, in any NATO member country, or in countries bordering the Arabian Gulf, unless such contracts are awarded to United States firms or United States firms in joint venture with host nation firms.

SEC. 112. None of the funds appropriated in Military Construction Appropriations Acts for military construction in the United States territories and possessions in the Pacific and on Kwajalein Atoll, or in countries bordering the Arabian Gulf, may be used to award any contract estimated by the Government to exceed \$1,000,000 to a foreign contractor: *Provided*, That this section shall not be applicable to contract awards for which the lowest responsive and responsible bid of a United States contractor exceeds the lowest responsive and responsible bid of a foreign contractor by greater than 20 percent: *Provided further*, That this section shall not apply to contract awards for military construction on Kwajalein Atoll for which the lowest responsive and responsible bid is submitted by a Marshallese contractor.

SEC. 113. The Secretary of Defense is to inform the appropriate committees of Congress, including the Committees on Appropriations, of the plans and scope of any proposed military exercise involving United States personnel 30 days prior to its occurring, if amounts expended for construction, either temporary or permanent, are anticipated to exceed \$100,000.

SEC. 114. Not more than 20 percent of the appropriations in Military Construction Appropriations Acts which are limited for obligation during the current fiscal year shall be obligated during the last 2 months of the fiscal year.

(TRANSFER OF FUNDS)

SEC. 115. Funds appropriated to the Department of Defense for construction in prior years shall be available for construction authorized for each such military department by the authorizations enacted into law during the current session of Congress.

SEC. 116. For military construction or family housing projects that are being completed with funds otherwise expired or lapsed

for obligation, expired or lapsed funds may be used to pay the cost of associated supervision, inspection, overhead, engineering and design on those projects and on subsequent claims, if any.

SEC. 117. Notwithstanding any other provision of law, any funds appropriated to a military department or defense agency for the construction of military projects may be obligated for a military construction project or contract, or for any portion of such a project or contract, at any time before the end of the fourth fiscal year after the fiscal year for which funds for such project were appropriated if the funds obligated for such project: (1) are obligated from funds available for military construction projects; and (2) do not exceed the amount appropriated for such project, plus any amount by which the cost of such project is increased pursuant to law.

(TRANSFER OF FUNDS)

SEC. 118. During the 5-year period after appropriations available to the Department of Defense for military construction and family housing operation and maintenance and construction have expired for obligation, upon a determination that such appropriations will not be necessary for the liquidation of obligations or for making authorized adjustments to such appropriations for obligations incurred during the period of availability of such appropriations, unobligated balances of such appropriations may be transferred into the appropriation "Foreign Currency Fluctuations, Construction, Defense" to be merged with and to be available for the same time period and for the same purposes as the appropriation to which transferred.

SEC. 119. The Secretary of Defense is to provide the Committees on Appropriations of the Senate and the House of Representatives with an annual report by February 15, containing details of the specific actions proposed to be taken by the Department of Defense during the current fiscal year to encourage other member nations of the North Atlantic Treaty Organization, Japan, Korea, and United States allies bordering the Arabian Gulf to assume a greater share of the common defense burden of such nations and the United States.

(TRANSFER OF FUNDS)

SEC. 120. During the current fiscal year, in addition to any other transfer authority available to the Department of Defense, proceeds deposited to the Department of Defense Base Closure Account established by section 207(a)(1) of the Defense Authorization Amendments and Base Closure and Realignment Act (Public Law 100-526) pursuant to section 207(a)(2)(C) of such Act, may be transferred to the account established by section 2906(a)(1) of the Department of Defense Authorization Act, 1991, to be merged with, and to be available for the same purposes and the same time period as that account.

SEC. 121. (a) No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a-10c, popularly known as the "Buy American Act").

(b) No funds made available under this Act shall be made available to any person or entity who has been convicted of violating the Act of March 3, 1933 (41 U.S.C. 10a-10c, popularly known as the "Buy American Act").

SEC. 122. (a) In the case of any equipment or products that may be authorized to be purchased with financial assistance provided under this Act, it is the sense of the Congress that entities receiving such assistance should, in expending the assistance, purchase only American-made equipment and products.

(b) In providing financial assistance under this Act, the Secretary of the Treasury shall provide to each recipient of the assistance a notice describing the statement made in subsection (a) by the Congress.

(TRANSFER OF FUNDS)

SEC. 123. Subject to 30 days prior notification to the Committees on Appropriations, such additional amounts as may be determined by the Secretary of Defense may be transferred to the Department of Defense Family Housing Improvement Fund from amounts appropriated for construction in "Family Housing" accounts, to be merged with and to be available for the same purposes and for the same period of time as amounts appropriated directly to the Fund: *Provided*, That appropriations made available to the Fund shall be available to cover the costs, as defined in section 502(5) of the Congressional Budget Act of 1974, of direct loans or loan guarantees issued by the Department of Defense pursuant to the provisions of subchapter IV of chapter 169, title 10, United States Code, pertaining to alternative means of acquiring and improving military family housing and supporting facilities.

SEC. 124. None of the funds appropriated or made available by this Act may be obligated for Partnership for Peace Programs in the New Independent States of the former Soviet Union.

SEC. 125. (a) Not later than 60 days before issuing any solicitation for a contract with the private sector for military family housing the Secretary of the military department concerned shall submit to the congressional defense committees the notice described in subsection (b).

(b)(1) A notice referred to in subsection (a) is a notice of any guarantee (including the making of mortgage or rental payments) proposed to be made by the Secretary to the private party under the contract involved in the event of—

(A) the closure or realignment of the installation for which housing is provided under the contract;

(B) a reduction in force of units stationed at such installation; or

(C) the extended deployment overseas of units stationed at such installation.

(2) Each notice under this subsection shall specify the nature of the guarantee involved and assess the extent and likelihood, if any, of the liability of the Federal Government with respect to the guarantee.

(c) In this section, the term "congressional defense committees" means the following:

(1) The Committee on Armed Services and the Military Construction Subcommittee, Committee on Appropriations of the Senate.

(2) The Committee on Armed Services and the Military Construction Subcommittee, Committee on Appropriations of the House of Representatives.

(TRANSFER OF FUNDS)

SEC. 126. During the current fiscal year, in addition to any other transfer authority available to the Department of Defense, amounts may be transferred from the account established by section 2906(a)(1) of the Department of Defense Authorization Act, 1991, to the fund established by section 1013(d) of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3374) to pay for expenses associated with the Homeowners Assistance Program. Any amounts transferred shall be merged with and be available for the same purposes and for the same time period as the fund to which transferred.

SEC. 127. Notwithstanding this or any other provision of law, funds appropriated in Military Construction Appropriations Acts for operations and maintenance of family housing shall be the exclusive source of funds for

repair and maintenance of all family housing units, including flag and general officer quarters: *Provided*, That not more than \$25,000 per unit may be spent annually for the maintenance and repair of any general or flag officer quarters without 30 days advance prior notification of the appropriate committees of Congress: *Provided further*, That the Under Secretary of Defense (Comptroller) is to report annually to the Committees on Appropriations all operations and maintenance expenditures, and all uses of funds pursuant to 10 U.S.C. 2601, for each individual flag and general officer quarters for the prior fiscal year: *Provided further*, That nothing herein precludes the Secretary concerned from using funds pursuant to 10 U.S.C. 2601 or similar authority.

SEC. 128. The Army, Navy, Marine Corps, and Air Force are directed to submit to the appropriate committees of the Congress by July 1, 2002, a Family Housing Master Plan demonstrating how they plan to meet the year 2010 housing goals with traditional construction, operation and maintenance support, as well as privatization initiative proposals. Each plan shall include projected life cycle costs for family housing construction, basic allowance for housing, operation and maintenance, other associated costs, and a time line for housing completions each year.

(TRANSFER OF FUNDS)

SEC. 129. Of the funds made available in this Act, \$4,000,000 appropriated under the heading "Military Construction, Air Force" and \$4,000,000 appropriated under the heading "Military Construction, Defense-wide" shall be available to complete a military construction project for which funds were appropriated in Public Law 107-20 under the heading, "Military Construction, Air Force".

The CHAIRMAN. All time for general debate has expired.

Pursuant to the order of the House of today, the bill shall be considered for amendment under the 5-minute rule. During consideration of the bill for amendment, the Chair may accord priority in recognition to a Member offering an amendment that he has printed in the designated place in the CONGRESSIONAL RECORD, and those amendments will be considered as having been read.

Are there any amendments?

If not, the Clerk will read the last 2 lines of the bill.

The Clerk read as follows:

This Act may be cited as the "Military Construction Appropriations Act, 2002".

The CHAIRMAN. If there are no amendments, under the rule, the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. SHIMKUS) having assumed the chair, Mr. GILLMOR, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 2904) making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2002, and for other purposes, pursuant to the order of the House of today, he reported the bill back to the House.

The SPEAKER pro tempore (Mr. SHIMKUS). Under the rule, the previous question is ordered.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER pro tempore. The question is on the passage of the bill.

Under clause 10 of rule XX, the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 401, nays 0, not voting 29, as follows:

[Roll No. 344]

YEAS—401

Abercrombie	Davis, Tom	Hoyer
Ackerman	Deal	Hulshof
Aderholt	DeFazio	Hunter
Akin	DeGette	Hyde
Allen	Delahunt	Inslee
Andrews	DeLauro	Isakson
Armey	DeLay	Israel
Baca	DeMint	Issa
Bachus	Deutsch	Istook
Baird	Diaz-Balart	Jackson (IL)
Baker	Dicks	Jackson-Lee
Baldacci	Doggett	(TX)
Baldwin	Dooley	Jefferson
Ballenger	Doolittle	Jenkins
Barcia	Doyle	John
Barr	Dreier	Johnson (CT)
Barrett	Duncan	Johnson (IL)
Bartlett	Dunn	Johnson, E. B.
Barton	Edwards	Johnson, Sam
Bass	Ehlers	Jones (NC)
Becerra	Emerson	Jones (OH)
Bentsen	English	Kanjorski
Bereuter	Eshoo	Kaptur
Berkley	Etheridge	Keller
Berry	Evans	Kelly
Biggart	Everett	Kennedy (MN)
Bilirakis	Farr	Kennedy (RI)
Bishop	Fattah	Kerns
Blagojevich	Ferguson	Kildee
Blumenauer	Filner	Kilpatrick
Blunt	Flake	Kind (WI)
Boehlert	Fletcher	King (NY)
Boehner	Foley	Kingston
Bonilla	Forbes	Kirk
Bonior	Ford	Klecza
Bono	Fossella	Knollenberg
Borski	Frank	Kolbe
Boswell	Frelinghuysen	Kucinich
Boucher	Frost	LaFalce
Boyd	Gallely	LaHood
Brady (PA)	Ganske	Lampson
Brady (TX)	Gekas	Langevin
Brown (FL)	Gephardt	Lantos
Brown (OH)	Gibbons	Largent
Brown (SC)	Gilchrest	Larsen (WA)
Bryant	Gillmor	Larson (CT)
Burr	Gilman	Latham
Burton	Gonzalez	LaTourette
Buyer	Goode	Leach
Callahan	Goodlatte	Lee
Calvert	Gordon	Levin
Camp	Goss	Lewis (CA)
Cannon	Graham	Lewis (GA)
Cantor	Granger	Lewis (KY)
Capito	Graves	Linder
Capps	Green (TX)	Lipinski
Capuano	Green (WI)	LoBiondo
Cardin	Grucci	Lofgren
Carson (OK)	Gutierrez	Lucas (KY)
Castle	Gutknecht	Lucas (OK)
Chabot	Hall (OH)	Luther
Chambliss	Hall (TX)	Maloney (CT)
Clay	Harman	Maloney (NY)
Clayton	Hart	Manzullo
Clement	Hastings (FL)	Mascara
Clyburn	Hastings (WA)	Matheson
Coble	Hayes	Matsui
Collins	Hayworth	McCarthy (MO)
Combest	Hefley	McCarthy (NY)
Condit	Herger	McCollum
Cooksey	Hill	McDermott
Costello	Hilleary	McGovern
Cox	Hiiliard	McHugh
Coyne	Hinojosa	McInnis
Cramer	Hobson	McIntyre
Crane	Hoefel	McKeon
Crenshaw	Hoekstra	McNulty
Crowley	Holt	Meehan
Cunningham	Honda	Meek (FL)
Davis (CA)	Hooley	Menendez
Davis (FL)	Horn	Mica
Davis (IL)	Hostettler	Miller, Gary
Davis, Jo Ann	Houghton	Miller, George

Mink	Reynolds	Stark
Mollohan	Riley	Stearns
Moore	Rivers	Stenholm
Moran (KS)	Rodriguez	Strickland
Moran (VA)	Roemer	Stump
Morella	Rogers (KY)	Stupak
Murtha	Rogers (MI)	Sununu
Myrick	Rohrabacher	Sweeney
Nadler	Ros-Lehtinen	Tancredo
Napolitano	Ross	Tanner
Neal	Rothman	Tauscher
Nethercutt	Roukema	Tauzin
Ney	Roybal-Allard	Taylor (MS)
Northup	Royce	Taylor (NC)
Norwood	Rush	Terry
Nussle	Ryan (WI)	Thomas
Oberstar	Ryun (KS)	Thompson (CA)
Obey	Sabo	Thompson (MS)
Oliver	Sanchez	Thornberry
Ortiz	Sanders	Thune
Osborne	Sandlin	Thurman
Ose	Sawyer	Tiahrt
Otter	Saxton	Tiberi
Owens	Schakowsky	Tierney
Oxley	Schiff	Toomey
Pallone	Schrock	Trafigant
Pascarell	Scott	Udall (CO)
Pastor	Sensenbrenner	Upton
Payne	Serrano	Velazquez
Pelosi	Sessions	Visclosky
Pence	Shadegg	Vitter
Peterson (MN)	Shaw	Walden
Peterson (PA)	Shays	Walsh
Petri	Sherman	Wamp
Phelps	Sherwood	Watkins (OK)
Pickering	Shimkus	Watson (CA)
Pitts	Shows	Watt (NC)
Platts	Shuster	Waxman
Pombo	Simmons	Weiner
Pomeroy	Simpson	Weldon (PA)
Portman	Skeen	Weller
Pryce (OH)	Skelton	Wexler
Putnam	Slaughter	Whitfield
Quinn	Smith (MI)	Wicker
Radanovich	Smith (NJ)	Wilson
Rahall	Smith (TX)	Wolf
Ramstad	Smith (WA)	Woolsey
Rangel	Snyder	Wu
Regula	Solis	Wynn
Rehberg	Souder	Young (AK)
Reyes	Spratt	Young (FL)

NOT VOTING—29

Berman	Hansen	Miller (FL)
Carson (IN)	Hinchey	Paul
Conyers	Holden	Price (NC)
Cubin	Lowey	Schaffer
Culberson	Markey	Towns
Cummings	McCrery	Turner
Dingell	McKinney	Udall (NM)
Ehrlich	Meeks (NY)	Waters
Engel	Millender	Watts (OK)
Greenwood	McDonald	Weldon (FL)

□ 0957

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. CALLAHAN. Mr. Speaker, on rollcall No. 344 I entered the chamber just as the clerk closed the vote because I was unavoidably detained. Had I been present, I would have voted "yes."

Mr. WELDON of Florida. Mr. Speaker, I was unavoidably detained during the vote on H.R. 2904. Had I been present I would have voted "yes" in favor of the bill.

Ms. MCKINNEY. Mr. Speaker, on rollcall No. 344, Military Construction Appropriations Act, had I been present, I would have voted "yea."

Mr. UDALL of New Mexico. Mr. Speaker, on rollcall No. 344, I was unable to record my vote. Had I been present, I would have voted "yea."

Mr. WATTS of Oklahoma. Mr. Speaker; as a result of the tragic events of September 11, 2001, I was involved in an Inter-Faith Alliance Ministry meeting this morning at your request. Due to my participation in this meeting, I was

not present for the vote on H.R. 2904, The Military Construction Appropriations Act for Fiscal Year 2002. Had I been present for this vote, I would have voted "aye."

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 1109

Mr. CALLAHAN. Mr. Speaker, I ask unanimous consent that my name be removed as a cosponsor of H.R. 1109.

The SPEAKER pro tempore (Mr. SHIMKUS). Is there objection to the request of the gentleman from Alabama?

There was no objection.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 9 o'clock and 58 minutes a.m.), the House stood in recess subject to the call of the Chair.

□ 1744

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. THORNBERRY) at 5 o'clock and 44 minutes p.m.

REPORT ON RESOLUTION PRO- VIDING FOR CONSIDERATION OF H.R. 2926, AIR TRANSPORTATION SAFETY AND SYSTEM STA- BILIZATION ACT

Mr. REYNOLDS, from the Committee on Rules, submitted a privileged report (Rept. No. 107-214) on the resolution (H. Res. 244) providing for consideration of the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system, which was referred to the House Calendar and ordered to be printed.

WAIVING REQUIREMENT OF CLAUSE 6(a) OF RULE XIII WITH RESPECT TO CONSIDERATION OF CERTAIN RESOLUTIONS

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 242 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 242

Resolved, That the requirement of clause 6(a) of rule XIII for a two-thirds vote to consider a report from the Committee on rules on the same day it is presented to the House is waived with respect to any resolution reported on the legislative day of Friday, September 21, 2001, providing for consideration or disposition of a bill to preserve the continued viability of the United States air transportation system.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman

from Texas (Mr. FROST), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, House Resolution 242 waives clause 6(a) of rule XIII requiring a two-thirds vote to consider a rule on the same day it is reported from the Committee on Rules. The rule applies to the waiver to a special rule reported on the legislative day of September 21, 2001, providing for consideration or disposition of a bill to preserve the continued viability of the United States air transport system, H.R. 2926, the Air Transportation Safety and System Stabilization Act.

The rule allows this body to take up this legislation in a timely fashion, making it possible for prompt consideration of a much needed relief measure for the struggling airline industry.

Mr. Speaker, this House has been united as rarely, if ever, seen before. We came together in an overwhelming and bipartisan fashion to aid those in crisis and support our President as he seeks justice. Today, we need to come together again to consider a critical piece of legislation to further guide our Nation and its citizens through this crisis. Now is not the time for stalling or dilatory tactics. This legislation has been approved by leaders on both sides of the aisle, in both Chambers, and in conjunction with the administration. It is imperative that we move forward with this urgent measure.

I urge my colleagues to support this rule so we may proceed with the legislation itself.

Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I thank my colleague for yielding the time, and I yield myself such time as I may consume.

This is the first of two rules that we will consider. This rule provides for the waiver of the 24-hour layover requirement for the next rule. I will have a fairly lengthy statement when we take up the next rule. We do have a number of speakers who want to speak on this rule as well as the next rule.

Mr. Speaker, I yield 2 minutes to the gentleman from Oregon (Mr. DEFAZIO).

Mr. DEFAZIO. I thank the gentleman for yielding time.

Mr. Speaker, here we have before us a bill that will cost the taxpayers of America more than \$20 billion. There will be 1 hour of debate. No amendments will be allowed. Even if this bill passes, 100,000 people in jobs directly related to the airline industry will lose their jobs. We have heard that from the CEOs who essentially wrote this bill. They are still going to fire or lay off 100,000 people. There is not one penny in this bill of accommodation for those people, for their insurance, for their mortgage, or anything else. Not one penny.

There are tens of thousands of other people who work in related businesses: travel agents, car rental agencies, ho-

tels. The list is endless. There is not one penny for those people of assistance in this bill. Not an emergency disaster declaration. No help with their payments to the bank. Not one penny.

And then we go to our local airports. Millions of dollars a day are being spent by our local airports to beef up security. There is not one penny in this bill for them either. So 100,000 workers, related workers, all the other governments in America that are incurring costs, not one cent in this bill.

Even more distressing than that is the fact that the inadequate security measures that prevailed before this tragedy continue to prevail and under this bill will not be improved. This bill does not specify that we will federalize airport security, which we have heard from virtually every expert, we have even heard it from the airline CEOs, they just say they are not willing to pay for it, and they say the American public will not pay for it. They say the American public will not tolerate a \$3 tax for airline security. That is incredible. They are so out of touch. But they are so much in touch that they got everything they wanted in this bill, but everybody else is excluded.

This bill does not do the things we need to do today. It might be hard to write a good bill by tonight, but we can stay here this weekend and write a bill. If this is a crisis, why are the Republicans running out of town? Why are they pushing us out of here? Why are they limiting debate? And why are they not allowing a single amendment?

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. GEORGE MILLER).

(Mr. GEORGE MILLER of California asked and was given permission to revise and extend his remarks.)

Mr. GEORGE MILLER of California. Mr. Speaker, last night we heard from our President about what this Nation needs to do to come together in the face of the challenge and the crises and the dangers that we face. Yet today the first thing we do is bring out legislation that is very narrow in its focus. It only takes care of the solvency of the airlines to the exclusion of everyone else; to the exclusion of the workers who have lost their jobs, who are directly related to this, to their families, the problems they are suffering now as a result of that.

We take care of airline executive compensation. They are guaranteed in this bill they can make somewhere between 5 and 35, and, if they bail out of this industry in the next few months, they can make up to \$70 million. They are taken care of. But the people who have lost their health care coverage, the people who have lost their income, they are not taken care of.

This is about a Nation going forward together. But in this legislation, we left the workers behind. This legislation is based upon the premise that somehow if we give the airlines a bailout, that people will fly again.

But this legislation does not deal with the problems that the American public is concerned about. They are not concerned about whether or not their airline is solvent, they are concerned about whether or not it is safe. We failed to address, as we have for over a decade, the federalization of the law enforcement powers given to the people who are screening the bags and providing security. The fact of the matter is we have heard from so many people in the airline industry that people are only marginally better off, if any better off, since September 11 in the airline industry. That is why they are not flying.

This legislation should direct this administration and this government to federalize those systems. No, we are going to debate it. We are going to debate, and the airlines are going to come back and tell us that airline traffic cannot stand this fee, they cannot stand this fee so we cannot federalize this system. We had better do this, but we do not do it in this legislation. Why? Because we had to rush home last weekend. Why? Because we have to rush home this weekend.

Supposedly we are in a setting here where we have to take these extraordinary measures to deal with the Nation's business, and all the Congress can think about is getting out of town. We ought to take care of the American people. We ought to take care of the American people who lost their jobs.

Mr. REYNOLDS. Mr. Speaker, I yield such time as he may consume to the gentleman from California (Mr. DREIER), the distinguished chairman of the Committee on Rules.

Mr. DREIER. Mr. Speaker, I thank my friend for yielding time.

Mr. Speaker, our Nation has gone through some of the most extraordinary days in our over 200-year history. A week ago Tuesday, we saw the harshest, most strident, barbaric attack on the civilian population of this country that we have ever seen. We have, over the last several days, been working together in a bipartisan way to deal with the challenge that lies ahead. Last night in this Chamber, the President of the United States stood right behind me and delivered an extraordinarily eloquent statement about the challenges that are ahead of us. As he did that, I was very pleased to see enthusiastic support from Democrats and Republicans, and the American people.

Last Friday night, an attempt was made to deal with part of this challenge by addressing the concerns of an industry that is critically important to the economic survival of the United States. I am not one who is a proponent of having the Federal Government subsidize or in any way underwrite a private sector entity. I happen to have very libertarian leanings as a Republican. I want to get the government out as much as we possibly can, especially when it comes to the marketplace. But a week ago Tuesday, following the tragic incident at the World

Trade Center, here at the Pentagon, and in Pennsylvania, all planes that were headed, incidentally, to my State of California, we tried our darndest to look at ways in which we could deal with this challenge. Obviously, a decision was made by the Federal Government that we had to, on Tuesday, close down our Nation's airports.

In closing down those airports, we have seen figures of several hundred million dollars a day lost by the airline industry. That was a decision that the Federal Government made to close down those airports. A private sector entity was impacted by that. It happens to be the industry which allows for the flow of goods and services, and people, around this country and throughout the world.

In the 21st century, it is obvious that air travel is going to be critical for our Nation's survival. We have to rely on that. We cannot go back to simply rail, truck, car or bus travel. We need to have a viable airline industry.

Last Friday night, an attempt was made to put into place a package that would provide an immediate influx of cash so that the airline industry did not go under, and provide some loan guarantees that would help sustain the industry for a longer period of time. I do not support the idea of rewarding any entity for bad practices, unwise business practices of the past. But I will say that when Speaker Hastert and Minority Leader Gephardt and our team, with the other body, proceeded to work on this package late into last night, my friend the gentleman from Missouri (Mr. BLUNT) has been very involved in this, many Members have been involved again on both sides of the aisle, a decision was made that we would try to ensure that we did not see the airline industry in this country go under.

That is exactly what we are trying to do right now, because a decision that was made by the Federal Government jeopardized the ability of this industry to have the flow of revenue that it needed to survive and continue to allow people and goods to move throughout this country. So that is why when the package, after having worked on it for a week, it was a week ago tonight that the first attempt was made to move this package through, and many Members, as I said, have been involved in this, we came together late last night. And I want to, as I often do here, thank both Democrats and Republicans on the Committee on Rules who worked late into the night in preparation for this and then reconvened early this morning to proceed again, and we have just now completed our work in the Committee on Rules, reporting out this bill which I believe is a very positive and important step.

Now, as we held our hearing upstairs this afternoon, Mr. Speaker, I should say that there were a wide range of very important and understandable concerns that have been raised. There is a great deal of pain that these bar-

barians have inflicted on the American people and on the civilized world. We want to do everything that we possibly can to mitigate the level of that pain. But right now we are here dealing with a very important industry that needs to remain viable for the economic stability of the United States and the world. That is why this effort is focused on this industry.

Again, there are loads of very important concerns that have been raised and will be continually raised from both sides of the aisle. But at this point, I recommend, Mr. Speaker, that we pass, first of all, the provision that allows us to proceed with the same-day consideration of this rule, then pass the rule, and move ahead and pass this bill so we can send that very important signal to the American people that we are going to ensure that we can see that very important flow of individuals and of goods and of services throughout this country.

I urge an "aye" vote on this first rule that allows us to bring up consideration of the rule for the legislation.

□ 1800

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentleman from Wisconsin (Mr. OBEY).

Mr. OBEY. Mr. Speaker, there is absolutely no question that we must help the airline industry, but I have some real problems with the way we are going about it.

This package says we are going to give roughly \$15 billion in assistance to the airline industry, and I have no objection to that so long as it is a fair package, but there is nothing in this package for the people who work for those airlines; nothing by way of extension of unemployment compensation; nothing by way of extending their health benefits under COBRA, even though they would have to pay for those benefits themselves; nothing by way of additional training for them.

People are saying, "Oh, there is a limit of \$300,000 in this bill on executive compensation for airline executives." That is not true. This proposal says that if you made more than \$300,000 last year, you cannot earn more than you made last year and have your company eligible for this loan guarantee. That means that one airline CEO can collect \$13 million in compensation next year. Another, \$11 million. Meanwhile, for workers, there is zip, zero.

If we are going to have everybody get into the lifeboats, we ought to have enough lifeboats. We should not be like the Titanic. There ought to be enough lifeboats so that not just investors and CEOs but also workers get some help out of their government. We ought to be willing to stay here Saturday and Sunday and Monday, however long it takes, to put this package together.

There is much talk of unity. God knows how much we need it. But if you want unity, the best way to get it is to convince all Americans that they are

going to be treated equally. Do not tell the workers of this country that they will be considered as afterthoughts, and that is what has happened.

Yes, we have an urgent need to act, but we also have an urgent need to provide fairness and justice. That is what the American people deserve. This package does not do that. I desperately do not want to vote against it, but it is very difficult to vote for it when it has this kind of rampant unfairness.

This bill ought to go back to committee. Our leaders on both sides of the aisle have enough talent and enough dedication to take a couple of extra days and put this package together so that everyone, everyone is helped by it, not just those who have the best connections with Washington.

Mr. REYNOLDS. Mr. Speaker, I yield 4 minutes to the gentleman from Florida (Mr. FOLEY).

Mr. FOLEY. Mr. Speaker, I would like to thank the gentleman from New York (Mr. REYNOLDS) for bringing this matter to consideration on the floor.

I am chairman of the Travel and Tourism Caucus, and I can underscore the concern in this building today is to get the economy moving. Now, I respect the concerns of the other Members of this body who are worried about employees and safeguards for employees. I struggle with those issues, too; but if we do not deal with this issue rather quickly, there will not be employees at all, regardless of the efforts of those to protect them in this bill.

The Dow Jones industrial average dropped 1,200 points this week. I left my home a moment ago to watch the news out of BWI airport talking about massive layoffs. Wall Street is looking and the major banks around the globe are watching what we do tonight to decide whether any credit will be available for airlines.

So we have a real choice here today. We have a choice of helping immediately, move some economic stimulus, loan guarantees to the airline industry or we can sit here and twiddle our thumbs and assume that this will fix itself. Wall Street is saying it will not.

I can assure you, based on the economic model that I am seeing in Florida, Hawaii, California, New York, Texas, Arkansas, I do not have time to go over 50 States, but stick around because the economic pain is real, not imagined.

One of the prior speakers said somehow that we rushed out of this building last week and we are trying to rush out of the building this week. I take great exception to that because many of us have worked and labored and toiled to try and find some opportunity to provide comfort for those in New York, those at the Pentagon; and we have focused our efforts on both relief and remedy for those. And we have also given the President of the United States the unified support of the Congress and the people of this country to endeavor to try and rid the world of terrorism.

I would love to obviously have a lot of time to debate some of these issues. God knows we would love to sit around and hammer things out, knock the table, and protect everyone in the room. I mean this in all sincerity, that we need to put this underlying legislation on the floor now today and move expeditiously so that on Monday next when the markets open there is a safety net under the structure of the airline industry.

Believe me, I complained to many of these same operators yesterday that were in my office that own the major carriers, and I was worried about baggage carriers and line workers and fuelers and mechanics and flight attendants and captains and co-captains. I worry about the treatment of individuals.

I worry about the treatment received by individual Americans as they traversed this country just but a few weeks ago and complained about how they were treated and talked about airline passenger rules or bill of rights. And, sure, I would like to sweep up some of these things and spend hours and days and weeks on finding a perfect solution here, because I know with both sides working, we can.

But, regrettably, based on this economic crisis we face, we either provide the guarantee, as we did in the Chrysler Corporation bailout years ago that many objected to vehemently, that Members from Detroit insisted we needed; and, thank God, the Congress responded, because, God knows, Chrysler not only succeeded, but survived and excelled and hired millions of American workers to be on their assembly line.

So the choice is clear today: move consideration or find huge massive layoffs. So the employees you think you are protecting under the debate today will be those that are, in fact, given pink slips on Monday, because credit will be shut off, airline employees will be going home, no one will be flying, and the economy of the United States of America will grind to an absolute halt.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from New Jersey (Mr. HOLT).

Mr. HOLT. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, this bill should not be coming up now. It is not ready. It does not deal with the fundamental problem. Yes, there is an urgent need to strengthen the airline industry. We need to do this in a bipartisan way. We need to do it urgently. There is much in this bill, \$15 billion in direct aid and loan guarantees, and that is good. You will hear about perspective liability and retrospective liability. I will not talk about that.

It does not include, however, anything, about the needs of working families—the baggage handlers, the flight attendants, the pilots, the agents, the clerks—unless you consider executive salary packages of \$13 million as dealing with the needs of working families.

But let us face facts. What is the real problem now? People are not flying. Why are they not flying? They are concerned about airline security.

This bill has two sentences about airline security. One sentence says that last week we said we were going to do something. The other sentence says that in the future we are going to do something.

If we want to revitalize the airline industry, we have to get people back in the planes. How are we going to get them back in the planes? Certainly we cannot do it unless we reassure them about the security of the airlines. The fundamental problem we are facing right now is people are not flying.

Yes, we have an urgent need. We should stay here this weekend, Saturday, Sunday, Monday, if necessary, and get it right. This is an important industry. It is critical to all other aspects of our society. We should do it, and we should take the time to do it right.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Florida (Mr. WELDON).

Mr. WELDON of Florida. Mr. Speaker, I rise encouraging all my colleagues to vote for this rule, which allows same day consideration, and then the subsequent rule on the bill, and certainly passage of the final bill.

This is the first bite of the apple. There have been a number of Members who have risen who want to do more. We are going to have plenty of opportunity to do more, but we are clearly in a crisis situation right now.

I know the impact of this issue in the State that I represent, Florida, is gigantic. We have hotels in Florida that are virtually empty, rental car fleets that are virtually at a standstill, theme parks and other tourist attractions that are empty. We are going to be seeing layoffs in a lot of other industries, and all of the myriad other issues, airline safety, fair treatment for employees, we are going to have an opportunity to take those issues up.

I will tell you an issue I am very concerned about. We have indemnification in this underlying bill. We indemnify the airlines, but not the manufacturers. Some people might say how ridiculous; what trial attorney would sue a manufacturer of an airplane in a hijack situation? Mr. Speaker, it has happened. They have tried to sue manufacturers of airplanes in hijacking situations. So we are going to have to go back and revisit indemnification.

We are going to have lots of opportunities to deal with these issues. But this is the right thing to do at this hour. We need to do this for America. It is not for the airline industries, it is for Florida, California, Washington State, it is for the United States of America.

Let us pass this rule, and pass the next rule and the underlying bill.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from North Carolina (Mr. WATT).

Mr. WATT of North Carolina. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I am going to vote against the rule for same day consideration, because I think if this bill were not considered today and were considered tomorrow, we could get a much, much better bill in several respects. I am going to vote against the second rule for consideration of the bill, because I think if we were allowed to offer amendments to the bill, we would end up with a much, much better bill.

But if, at the end of the day, those rules are passed and this bill comes before us, I am going to vote for the bill. Not because I think it is a perfect bill. It can be improved by adding security provisions. It can be improved by adding employee assistance provisions, which I think are gravely needed and we must pass, whether we pass them tonight or in the near future. It can be improved with amendments regarding executive compensation and a number of other things.

But we must get the airlines back on a solid footing, and we must provide an assurance to the families of the victims of this tragic incident that their interests, their financial interests, will be taken care of. Those two things are in this bill.

So my opposition to the bill really is about the things that are not in it, which I hope the majority will see fit to bring a bill on next week. I understand that is being considered. I think it is absolutely imperative that we deal with employee assistance provisions, whether in this bill or in some other bill. And if we were not rushing to judgment tonight, we could do it in the context of this bill. I think we are missing an opportunity.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Georgia (Mr. ISAKSON).

Mr. ISAKSON. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I rise in favor of this rule, the subsequent rule, and the final bill. As a member of the Subcommittee on Aviation and as a Member that has answered numerous questions over the last 2 days, and in light of some of the things that have been said, I think it is important that we be very honest and very candid in our debate today.

Mr. Speaker, safety was considered first priority to this bill, and any reference to the contrary is incorrect.

□ 1815

In fact, the \$5 billion infusion is in part because the FAA shut down the American airlines, all of them, until such time as new security procedures were put in place, which, in fact, have resulted in the arrest and capture and now the jailing of certain suspects against the United States of America.

Secondly, it should be known that sky marshals are already on United States aircraft and additional marshals are already in training. For someone to send the signal to America that we

have not paid attention to safety is wrong. For someone to say that executive compensation or management compensation, one must be considered over the other, I ask a simple question to those who object. There will be no compensation to anyone if America's airlines fail and are grounded.

For those that worry about the travel agent and the hotel and Disneyland, in my city, my district, tourism is number two. There are no safe airlines flying. There is no safe financial underfooting on those airlines, there is no other ancillary business.

I respect genuine debate, but America needs to know this Congress dealt with safety first. Second, its interest is for all workers, management or otherwise; and third, to ensure the dominos do not fall, we must stabilize the lead domino in a principle industry of American commerce that carries 40 percent of all U.S. exports today.

So I conclude, I am prejudiced. I am for this. I ran a business for 33 years. I watched America save the jobs of Chrysler's workers by this Congress underwriting loan guarantees for a period of time for them to recover. I watched them save the city of New York, the one we all cry for today, for that same reason, and Lockheed Aircraft that builds the planes that are about to go and fly. Now for us to quibble over perceptions or send a mixed signal that safety is not first or that we have not given this deliberation is, I would submit, incorrect and unfair.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. FILNER).

Mr. FILNER. Mr. Speaker, we do have a national emergency. We do have an industry that we need to be working in America. But those emergencies should not be an excuse to stamper the democratic process, to rush through a bill which has not been considered duly, prohibits amendments, prohibits the process from taking place. I object to a process when we do have the time. The markets will not open until Monday morning. We have time to look at this.

As JOHN SWEENEY says, who is the president of the AFL-CIO, "If Members of Congress fail to include relief to workers in the airline bailout bill, it will be an unconscionable, divisive and economically irresponsible omission."

He writes, "Over the past ten days, our Nation has been reminded again and again by the grim and inspiring images of rescue and relief workers that it is working people who are the first to step up to respond to their neighbors, their community and their country. And it is workers and their families who are taking a direct and immediate hit from the terrorist attacks and the resulting airline crisis. A hit that will have a rippling, destabilizing effect on the economy unless it is addressed."

"Over the past week, the AFL-CIO, airline unions and congressional leaders have invested a huge amount of

work into developing a worker relief package that includes unemployment, job training and health benefit protections to workers laid off as a result of the financial crisis in the airline industry. Extensive work has also gone into developing additional assistance to workers throughout the economy and that package must be acted upon soon.

"But now, Members of Congress appear poised to stiff airline industry workers in the bailout bill, even as they award protections to airline executives for their golden parachutes."

"Any Member of either party who casts a vote to leave workers out of the relief bill will be voting to betray American workers in the bipartisan spirit of our last ten days."

That is a letter that JOHN SWEENEY wrote to the Members of Congress.

Mr. Speaker, I would add that we have time to right this wrong. Let us do it please.

The letter referred to is as follows:

AMERICAN FEDERATION OF LABOR AND
CONGRESS OF INDUSTRIAL ORGANIZATIONS
STATEMENT BY AFL-CIO PRESIDENT JOHN J.
SWEENEY REGARDING CONGRESSIONAL DECISION
ON WORKER RELIEF PACKAGE—AIRLINE
BAILOUT BILL SEPTEMBER 21, 2001

If members of Congress fail to include relief to workers in the airline bailout bill, it will be an unconscionable, divisive and economically irresponsible omission.

Over the past 10 days, our nation has been reminded again and again by the grim and inspiring images of rescue and relief workers that it is working people who are the first to step up to respond to their neighbors, their community and their country. And it is workers and their families who are taking a direct and immediate hit from the terrorist attacks and the resulting airline crisis—a hit that will also have a rippling, destabilizing effect on the economy unless it is addressed.

Over the past week, the AFL-CIO, airline unions and congressional leaders have invested a huge amount of work into developing a worker relief package that includes unemployment, job training and health benefits protections to workers laid off as a result of the financial crisis in the airline industry. Extensive work has also gone into developing additional assistance to workers throughout the economy and that package must be acted up soon.

But now, members of Congress appear poised to stiff airline industry workers in the bailout bill—even as they award protections to airline executives for their golden parachutes.

Any member of either party who casts a vote to leave workers out of the relief bill will be voting to betray American workers and the bipartisan spirit of the last week.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. THORNBERRY). The Chair would remind all Members of the rule and Speaker's directive regarding the use of cellular telephones on the House floor.

Mr. REYNOLDS. Mr. Speaker, I yield 5 minutes to the gentleman from Wisconsin (Mr. SENSENBRENNER), the chairman of the Committee on the Judiciary.

Mr. SENSENBRENNER. Mr. Speaker, I rise in opposition to the underlying bill. It is well intentioned and relief to the airline industry is necessary to keep these vital transportation

links operating. But its provisions are so fatally flawed that it will disrupt other parts of the economy and its victim compensation provisions are unfair and set an expensive precedent which Congress will rue in the future.

First, the liability limitation provisions transfer the airlines' contingent liabilities to others with devastating implications on other segments of the economy. It is fine to limit airlines' liability, but this will simply put others on the hook.

In addition to United and American Airlines, who will have limited liability under this bill, plaintiffs' lawyers will also likely sue Boeing, which manufactured the four planes, General Electric or Pratt and Whitney who probably made the engines, the Port Authority which is the owner of the World Trade Center, whatever company made the steel which collapsed, and on and on. These companies' liability is not limited by this bill.

While the airlines will not face bankruptcy as a result of September 11, should this bill pass, its failure to limit others' liability will mean Congress will need to pass corrective legislation again and again to protect American companies and their workers' jobs because this bill did not do it right.

Remember, any company having a substantial contingent liability will not be able to borrow money from the banks to keep itself afloat.

The formula that compensates the airlines is not fair either. The United States Government does have a moral responsibility to make whole the airlines for the losses they suffered as a result of the FAA closing U.S. air space and the delays caused by airplane closures and heightened security. But that is not all this bill does. It makes payments based upon how many seat-miles each carrier has. That amounts to a subsidy and gives a premium to those carriers based not on their losses caused by the tragedies of September 11 but how big they are and how many seats they have.

Finally, this bill creates a new entitlement program to pay families of victims of this tragedy through taxpayers' dollars.

No entitlement was enacted by Congress to compensate victims of the Oklahoma City bombing, earthquakes in California, hurricanes in Florida, and floods along the Mississippi River. If this entitlement is approved, does Congress really want to say no to the victims of future tragedies, whether as a result of natural or man-made disasters? If a disaster strikes in any of our hometowns, how can we explain voting for an entitlement in this bill, but not for our own constituents? Stop and think of the precedent this bill sets when a future disaster strikes.

There is plenty money available to compensate the families of the victims of September 11. Mr. Speaker, \$20 billion has already been appropriated for relief. The President has signed legislation to speed up payments to the families of police and firefighters killed in

the line of duty, and the Crime Victims Compensation Fund has over \$1 billion already available for disbursement. Millions come from FEMA and the Department of Health and Human Services and elsewhere, and there will be tens of billions of dollars from insurance and those liable.

But stop, let us do this right. Let us vote this bill down and come back and address these very legitimate problems.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from California (Mr. WAXMAN).

Mr. WAXMAN. Mr. Speaker, as our country faces some very difficult times, we are going to hear a lot about shared sacrifice. Shared sacrifice is firefighters charging into the World Trade Center to rescue people they had never met and dying in the effort. Shared sacrifice, we are told, is the unfortunate news that over 100,000 workers are going to lose their jobs for the good of their companies. Shared sacrifice, it is clear, means that our sons and daughters, mothers and fathers in the military are going to be sent into battle. But today, in the first economic bill to deal with the September 11 tragedy, we see that there are limits to shared sacrifice.

Under this airline bailout bill, senior executives will be able to continue to earn millions of dollars in salary and other compensation. In one case, this bill will permit a senior executive to earn over \$34 million and, if he leaves the company, to receive up to \$70 million in severance benefits. This is inexcusable, it is obscene, it exploits a painful tragedy, and it makes a mockery of the idea of shared sacrifice.

We cannot change this bill; but we can be morally outraged by this inequity, and we can ask the airline CEOs to do what this bill does not. They are asking taxpayers for billions of dollars in help, and then they will be firing thousands of their workers. At this time, they should publicly adopt policies that limit executive compensation to reasonable levels. That will honor shared sacrifice and the sacrifices so many others have made and will make.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Vermont (Mr. SANDERS).

Mr. SANDERS. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, during the last 10 days, the American people and Members of the Congress have been in emotional shock from the terrible loss of life and tragedy that struck. We are all together struggling and trying to determine the most effective way to end terrorism and to punish those people who committed this atrocious act.

But on the issue of how we can deal with the airlines and how as a Nation we deal with the perhaps coming recession, I do not think that there should be a lot of debate. The American people

want to believe that we are all in this together; and when they see that 100,000 airline workers are laid off in an industry that is crumbling, they not only want to restore that industry, but they want to make sure that the workers who have been running those industries are treated fairly. They do not want to read in the papers that they are providing taxpayer dollars so that CEOs can end up with tens and tens of millions of dollars in executive compensation but, at the same time, there is apparently no money available to provide health insurance for workers who were laid off. They want to know that the package that we are passing is fair in terms of providing security for the people who will get on the planes. Where is the definition of what we will be doing in terms of security?

Mr. Speaker, we are moving into an economic recession; and in a certain sense, this legislation is the first bill that we will be looking at as to how we are going to respond; and the American people are demanding that, if we are in this together, we have got to protect the working people, we have got to protect the most vulnerable people; and this legislation does not do that.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentlewoman from North Carolina (Mrs. CLAYTON).

Mrs. CLAYTON. Mr. Speaker, I thank the gentleman for yielding time.

Mr. Speaker, we have a crisis in public confidence in our airline industry. Before September 11, fuel prices were rising, business travel was declining, and some of our airlines in my State had serious financial problems.

□ 1830

After September 11, the government ordered the grounding of flights for several days, which caused considerable financial loss to all airlines. Now the flights have resumed. Consumers have been slow to return to the air. Therefore, the financial problems of our airlines have become more severe, and they need help from the Federal Government.

Indeed, the Federal Government should help the airlines, but this bill does not adequately address the economic and security issues resulting from and exacerbated by the terrorist hijacking and the crashes on September 11. A Federal bailout of our airlines alone will not restore public confidence and increase ridership in our airlines which is, indeed, the basis for the airlines' long-term security.

Simply stated, people are afraid to fly. In order to restore public confidence, we should move responsibility for aviation security from airlines and their subcontractors to the Federal Government, employing trained security experts. We should do this immediately. In this bill, at least make an indication we are committed to it, not sometime in the future but in this bill.

The tragic events of last Tuesday should be a wake-up call to this Nation. No longer can we afford to rely

upon low-wage unskilled workers, with an astonishingly high turnover annually, to manage our first line of defense against a repeat of events of September 11. We should act now to federalize airport security. This probably will substantially increase public confidence and ridership, and increase financial stability and the cash flow to our airlines.

In addition to the hardships suffered by our airlines during the crisis, thousands of airline workers have lost their jobs or may lose their jobs in the future. Thousands of airport vendors, hotels, tourism, business, and small business, mostly, also are suffering economically and need help from the Federal Government.

We should be careful how we respond here, because we must respond to others as well; not that we should not respond, but this response is insufficient. The workers and small business operators in communities all across our Nation constitute the backbone of their local economies. These workers, tens of thousands of them, may be expendable from any airline, but they are essential to their families and to their communities.

Mr. Speaker, we should vote against this rule, and we should also vote against this bill.

Mr. REYNOLDS. Mr. Speaker, I yield 3 minutes to the gentleman from Texas (Mr. BARTON), who represents the Dallas-Fort Worth Airport, one of the busiest in the world.

(Mr. BARTON of Texas asked and was given permission to revise and extend his remarks.)

Mr. BARTON of Texas. Mr. Speaker, I thank the gentleman from New York, the distinguished member of the Committee on Rules, for yielding time to me.

Mr. Speaker, D-FW airport, except for one runway, is totally within the Sixth District of Texas, which happens to be the district that I am privileged to represent. There were over 40,000 American Airlines and Delta Airlines and various other airline employees that work at that hub airport.

We know the tragic events that happened on September 11 in which four American flag carriers, two Delta and two American Airlines, went into the Trade Center, the Pentagon, or into the countryside in Pennsylvania. At D-FW as we speak, it is an airport that is operating at less than 50 percent capacity. The flights that go in that airport are operating about at about 30 percent capacity.

American, United, and other airlines have laid off tens of thousands of people this week. This is not the time to argue about the perfect airline relief bill. We have a very reasonable bill before us. It has been hammered out in negotiation between the minority, the majority, the airline industry, the airport associations, and the White House. We need to get the bill on the floor. The first thing we have to do is pass this rule. Then we have to pass the second rule. Then we have to pass the bill.

I have an airport security task force at D-FW that has been operating for over a year and a half to come up with a series of recommendations about how to increase airport security. Most of those recommendations, until last week, dealt with increasing security to prevent illegal drugs from going through our hub airports, but many of them are applicable to terrorism.

I am very willing to continue the dialogue with the Department of Transportation, the FAA, and all the other interested parties, but I am not willing to get into a contest where we refuse to bring up absolutely necessary legislation.

I would urge my colleagues, let us pass this rule, let us pass the second rule, and then let us pass the bill. If we need to come back in a month, 2 months, or whatever, let us do it, but let us not take an industry that is on its knees and force it to be flat on its back. Let us help the airlines and the economy. Pass these rules and pass this bill.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. EDWARDS).

Mr. EDWARDS. Mr. Speaker, this is not a perfect bill, but it is an important first step toward protecting the viability of our Nation's air transportation system. For that important reason, I am going to support these rules and support this legislation today.

But, Mr. Speaker, I also want to send a very clear message to the airlines that will receive these taxpayers' funds today. That is that those of us who represent hundreds of thousands of people from mid-sized cities and rural areas will be watching to see whether they take our Federal tax dollars in one hand and with the other hand cut off service to middle America.

That should not happen, it cannot happen; and if it were to happen, I think when the second round of this airline support legislation inevitably comes back before this House, it would be very difficult to encourage and convince the taxpayers of middle America and rural America to continue supporting airline viability if there is no viability in rural areas because they have already cut off service.

With that caveat, we will support this legislation, and hope Members on both sides of the aisle will do so, as well.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. BENTSEN).

(Mr. BENTSEN asked and was given permission to revise and extend his remarks.)

Mr. BENTSEN. Mr. Speaker, I rise in support of the rule and in support of the bill. I appreciate some of the concerns that our colleagues have brought up. It is a shame that we did not address employee issues and security issues. Quite frankly, I think we had the time to do it, but we did not.

I want to focus on some areas that I had particular concern about. I, for one, and I do not think this is a partisan issue, have had concerns where we have the Federal Government intervening in the private markets. The intention of giving loan guarantees in any private market function is something the Congress should have great concerns about.

I and many Members of this body have supported that from time to time when we have felt there are extraordinary situations, and I do think this is an extraordinary situation. But I also think it is incumbent upon the Members of the House and the other body to ensure that the Federal Government, and thus the taxpayers, have an ability that we may well be paid back if there is a problem with the extension of this credit.

As the bill was originally drafted, quite frankly, it did not meet that standard. So I appreciate the fact, in how I read the bill now, that we have done a couple of things that are important. One, we brought the fiduciary officers of the Federal Government, in effect, the chairman of the Federal Reserve Board and the Secretary of the Treasury, as voting members into this commission, because they should be involved in the extension of credit. That has always been the case in any other extension of credit that I am aware of that we have done as a government.

Number two is that we have said that they have to consider and in fact have to have certain collateralization of the guarantee or the credit that is extended. Many of these airlines are highly leveraged, and there is not much that they can extend in terms of collateral, but the use of warrants, the use of equity, the use of options is something that is not unprecedented and is something that in fact we should consider. I am glad it is finally in this bill.

Finally, I am glad that the bill does not include a set, specific term, but rather gives broad discretion to the board and to the administration in setting the terms and condition. The burden will be on them to strike the best deal for the taxpayers, and ensuring that this is done, but it is better than a 10-year term.

With that, I rise in strong support of the bill and ask that my colleagues pass it.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mrs. MALONEY).

Mrs. MALONEY of New York. Mr. Speaker, I rise in support of the rule and in support of the underlying bill.

Last week's attacks did unspeakable damage, unspeakable harm with great loss of life, but last week's attack underscored just how indispensable air travel is to our economy. Since the attacks, hotel occupancy in New York City has plummeted, restaurants are

empty, Broadway shows have closed. People fly to New York from all over the world, but right now they are scared to fly.

With the \$3 billion allocated from the antiterrorism package, new safeguards will make air travel safer, but we do not know when passengers will return. In the meantime, if the airlines go out of business, what will be the next business to go out of business? We will all be out of business, and we cannot let that happen.

Supporting our airlines is also an act of patriotism. The terrorists wanted to ground America, so we need to fly. We also need to compensate victims, many of whom were my constituents and friends. We need to compensate workers that are not covered in this package.

I have been assured by our leader, the gentleman from Missouri (Mr. GEPHARDT), that he will introduce a bill tomorrow which will do that, with the support of many in the leadership on the other side of the aisle. We need to answer this act of hostility by restoring the friendly skies domestically, and by sending airplanes of a different sort to get the cowards of the September 11 attack.

Mr. FROST. Mr. Speaker, I yield 5 minutes to the gentleman from Texas (Mr. DOGGETT).

Mr. DOGGETT. Mr. Speaker, I want to begin by commending President Bush for his efforts to bring our Nation together. This is a time for bipartisan commitment to make common cause on behalf of our country.

Yet the handling of this bill, I believe, violates that very spirit. We now debate what is really a "jam rule," jamming through this Chamber a piece of legislation involving a tremendous expenditure of taxpayer money without an opportunity for the Members to read and understand the provisions; and it will be immediately followed by a "gag rule" that denies the Members the slightest opportunity to improve this bill by offering amendments and strictly limits their remarks during debate. Such parliamentary tricks, really, I think divide us at a time when we should be coming together.

There was a plainspoken Texan who once sat in that chair, a legendary figure who presided over this House, by the name of Sam Rayburn. He said that, in conducting the people's business, three of the most important words are simply "wait a minute." That simple maxim I think has never rung more true than with this piece of legislation.

At midnight last Friday, when many Members of this House were asleep, like many members of the American public, when we had been told that all of our regular work was completed, an attempt was made to force through this House, in a matter of minutes, a bill that spent \$15 billion, that is billion with a B, of taxpayer money, a bill composed of a mere three pages.

All that I personally did about those three pages at that time was to apply

Mr. Rayburn's three words: Wait a minute. Wait a minute, because the bill that we had then and that we have now contains nothing meaningful, not one word, well, a few words at the end of the bill that are meaningless, making passing reference to previous legislation, but it does nothing to assure the security of Americans on planes flying across this country. That is deferred until later, instead of making it our first priority now. We have 31 pages tonight instead of last Friday's three pages, but those pages provide no more security for the travelling public.

I said "wait a minute" because that bill did not contain protection for the taxpayer; those three pages were only a blank check.

In that regard, I want to commend again President Bush's administration, because had it not been for them seizing the opportunity of these last few days and demanding an Air Transportation Stabilization Board, it would not be in the bill. This very provision of which the supporters tonight boast in this bill would not be there if they had overcome my objection at midnight last week.

I said, wait a minute then, because it contained no provision to protect those who do the hard work within our airline industry.

□ 1845

It contained no shared sacrifice. At that time all the money could have gone to executive compensation, to those at the top.

Tonight, now that it has been studied carefully, they put a limitation in the bill. And do you know what that limitation is? That limitation is that those at the top of the airline industry cannot make any more than they did last year. Do you know how much that is? For one fellow that is \$35 million. And the poorer CEO's can only make \$6 million. And so the American taxpayer is going to contribute to their \$35 million; and, oh, by the way, if they bail out this next year, they can get up to \$70 million in a golden parachute.

What about the people that cook the meals, that clean the cabins, that stand out there and risk their lives for the safety of all of us? What security do they get in this bill? They do not get one dime or one plug nickel in this bill.

That is why I say it is a shame what is happening here tonight. They got nothing last Friday, and we have come around to another Friday and those hardworking Americans do not get the protection they need in this bill. It is wrong for this Congress to help those at the top and forget those who are doing the hard work out there. And we have been told in the interim that 100,000 Americans working for the airlines will probably be laid off even if the airlines get every dime for which they are asking.

It is not my intent to demonize this industry or question the motives of those who have come forward. This is a

vital industry to our country. I am ready to help it. I am ready to respond. I am ready to respond this very minute. But crafting this bill has not been an open inclusive process. Rather it has been one closed-door session after another where the taxpayer rights, the safety of the American public, and the rights of American workers have been ignored.

I'm voting no because it's not right to put those at the top in first class seats and leave everybody else—the taxpayers, the flying public, and the workers out on the tarmac without even a bag of peanuts.

The SPEAKER pro tempore (Mr. THORNBERRY). The time of the gentleman has expired. All time of the gentleman from Texas (Mr. FROST) has expired. The gentleman from New York (Mr. REYNOLDS) has 7 minutes remaining.

Mr. REYNOLDS. Mr. Speaker, I yield myself such time as I may consume to note that the previous speaker indicated that some Members were sleeping last Friday.

I want to remind Members of the history of last week. We were actually in regular order of business. There was a unanimous consent request brought, as the gentleman knows, because he was here as part of the debate that was under consideration.

And the second thing the gentleman referred to was the language regarding executive salaries. I would like the record to so record that the executive salaries language that capped the executive salaries was included at the request of a minority ranking member, and that is why that language appears as it does in the legislation.

Mr. Speaker, I yield 2½ minutes to my friend, the gentleman from Missouri (Mr. BLUNT), who has spent countless hours on this legislation in the spirit of compromise with both Republican and Democratic Members and leadership.

Mr. BLUNT. Mr. Speaker, I thank the gentleman for yielding me this time.

What has happened, Mr. Speaker, in the last week, is that 100,000 layoff announcements have been issued. I do not know how many fewer of those would have been announced if we had acted last week, but I think fewer than that. And if we do not act this week, there will be more layoffs next week.

We have had a whole week to discuss this bill. People have suggested that was not a bipartisan process. I can seldom think of a time in the House, in the few years I have been here, of a more bipartisan process, where the minority leader in the House, the Speaker of the House, the two leaders of the other body both agreed totally on what was going to go in this bill.

That does not mean they think that is the only thing that needs to be done, nor should anybody suggest for a minute that anybody on this floor thinks this will be the last thing that is done. Just because our leaders on

both sides of the aisle were for this does not mean that is all they are for. It does not mean we will not hear even later in this debate an understanding that there will be more legislation. But what it does mean is that if this rule is not approved and the second rule is not approved and the bill is not approved, after a week, a full week to come together, for our leaders to come together with the very best thing they could all agree on, is that some time this week airlines would no longer have insurance.

The unknown liability of two airlines who were victims of terrorists last week would make it impossible, in all likelihood, for them to get access to the financial markets they need to get access to. And by this time next week, planes all over America would be sitting on runways. Nobody will be flying if we do not address these critical issues. Airlines cannot fly without liability coverage.

We address those issues here. Two airlines would not be able to have access to capital with some unknown question about their liability. We address those issues here. Victims could not begin to get access to compensation through a special procedure that is addressed in this bill.

This is a critical time. There will be more legislation that relates to this industry. Many of the points that have been made here tonight can be addressed. Those points were not made during the week in these discussions. Now, that does not mean they cannot be made; that does not mean they cannot be made or will not be made in the next few days. It does mean that we need to stop the layoffs now, we need to keep these planes in the air, and we need to keep this irreplaceable industry a viable part of our economy.

We do this with the action we take here tonight. I urge my colleagues to vote for the rules and for the bill.

POINT OF ORDER

Mr. DEFAZIO. Mr. Speaker, I rise to a point of personal privilege on the previous statement of the gentleman. If I could state that, or I could ask to have his words taken down, if you would give me a moment.

The SPEAKER pro tempore. The Chair would inform the gentleman that there is no point of personal privilege based on the debate which is in order at this time.

Mr. DEFAZIO. Well, then, if the gentleman made a statement that was untrue about the position of the Democratic leaders and basically directly casting aspersions on them by saying that they did not raise the issues raised by many Members here on the floor in those discussions, and we know that they did, is there a process under which I could have his words taken down or reviewed?

The SPEAKER pro tempore. It is certainly the right of any Member during debate to ask that a Member's words be taken down. At that point the words must be transcribed and read to the

House and the Chair will rule upon them.

Mr. DEFAZIO. But what my question is, since he made an assertion about the Democratic leaders, which I know and others know to be untrue, and about the points we are making on the floor, that these issues were not raised in the negotiations, is there some objection that I could lodge against such an untrue statement on the floor of the House?

The SPEAKER pro tempore. The Chair is unable to rule or respond in anticipation of the actual words being read back to the House.

Mr. DEFAZIO. At this point, hopefully, we will get a chance to rebut those untrue words in future debate.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) has 4 minutes remaining.

Mr. REYNOLDS. Mr. Speaker, I yield 30 seconds to the gentleman from Missouri (Mr. BLUNT).

Mr. BLUNT. Mr. Speaker, I would just like to say that if I inadvertently suggested that anybody had not addressed these issues in good faith all week, or suggested that all of our leaders had not worked hard to make this happen, or that the issues, and I believe in fact I said I was confident that later in this debate our leaders would come to the floor, I meant to say and indicate they had discussed this; they had an understanding of how this would be handled in the future.

I certainly meant no suggestion of any kind that our leaders had not worked hard; that they, and that all sides are not concerned about these issues. If I misspoke in any way, I certainly did not intend to. Because I think there has been hard and dedicated work put in on this by all sides this week.

Mr. REYNOLDS. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, it is my understanding that the other body intends to deem this as passed with no debate, because I think they recognize the seriousness and the cooperation, the unity that has been the hallmark here since September 11 between both bodies of the Congress and the administration. And there should be ample debate. We are trying to next move into a rule that will provide debate on the bill; and, if it is passed, we will move forward to the debate on the issue at hand.

Today, we need to come together again to consider a critical piece of legislation to further guide our Nation and its citizens through this crisis. Now is not the time for stalling or dilatory tactics. This legislation has had constant participation by legislative leaders on both sides of the aisle, both Houses, and with the administration. It is imperative that we move forward with this urgent message and this measure before us tonight.

Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The SPEAKER pro tempore. The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. DEFAZIO. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Evidently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 303, nays 107, not voting 20, as follows:

[Roll No. 345]

YEAS—303

Abercrombie	Emerson	Kolbe
Ackerman	English	LaHood
Aderholt	Etheridge	Lampson
Akin	Everett	Largent
Andrews	Fattah	Larson (CT)
Armey	Ferguson	Latham
Bachus	Flake	LaTourette
Baker	Fletcher	Leach
Baldacci	Foley	Levin
Ballenger	Forbes	Lewis (CA)
Barr	Ford	Lewis (GA)
Barrett	Frelinghuysen	Lewis (KY)
Bartlett	Frost	LoBiondo
Barton	Galleghy	Lofgren
Bass	Ganske	Lowey
Bentsen	Gekas	Lucas (KY)
Berkley	Gephardt	Lucas (OK)
Berry	Gibbons	Maloney (CT)
Biggert	Gilchrest	Maloney (NY)
Billrakis	Gillmor	Manzullo
Bishop	Gilman	Mascara
Blunt	Goode	Matheson
Boehlert	Goodlatte	Matsui
Boehner	Gordon	McCarthy (NY)
Bonilla	Goss	McCrery
Bono	Graham	McGovern
Borski	Granger	McHugh
Boswell	Graves	McInnis
Boucher	Green (TX)	McIntyre
Brady (PA)	Green (WI)	McKeon
Brady (TX)	Greenwood	McNulty
Brown (SC)	Grucci	Meehan
Bryant	Gutknecht	Meeks (NY)
Burr	Hall (OH)	Menendez
Burton	Hall (TX)	Mica
Buyer	Hansen	Miller, Gary
Callahan	Hart	Moore
Calvert	Hastings (WA)	Moran (KS)
Camp	Hayes	Morella
Cannon	Hayworth	Murtha
Cantor	Herger	Myrick
Capito	Hill	Nethercutt
Capps	Hilleary	Ney
Cardin	Hobson	Northup
Carson (OK)	Hoeffel	Norwood
Chabot	Hoekstra	Nussle
Chambliss	Honda	Oberstar
Coble	Horn	Ortiz
Collins	Hostettler	Osborne
Combest	Houghton	Ose
Cooksey	Hoyer	Otter
Cramer	Hulshof	Oxley
Crane	Hunter	Pallone
Crenshaw	Hyde	Pascarella
Crowley	Isakson	Pastor
Cubin	Israel	Paul
Culberson	Istook	Pence
Cummings	Jenkins	Peterson (PA)
Cunningham	John	Petri
Davis, Jo Ann	Johnson (CT)	Phelps
Davis, Tom	Johnson (IL)	Pickering
Deal	Johnson, E. B.	Pitts
DeLay	Johnson, Sam	Platts
DeMint	Jones (NC)	Pombo
Diaz-Balart	Kanjorski	Pomeroy
Dicks	Keller	Portman
Doolittle	Kelly	Price (NC)
Doyle	Kennedy (MN)	Pryce (OH)
Dreier	Kerns	Putnam
Duncan	Kind (WI)	Quinn
Dunn	King (NY)	Radanovich
Edwards	Kingston	Ramstad
Ehlers	Kirk	Rangel
Ehrlich	Knollenberg	Regula

Rehberg	Shimkus	Thornberry
Reyes	Shows	Thune
Reynolds	Shuster	Tiahrt
Riley	Simmons	Tiberi
Roemer	Simpson	Toomey
Rogers (KY)	Skeen	Trafficant
Rogers (MI)	Skelton	Turner
Rohrabacher	Smith (MI)	Upton
Ros-Lehtinen	Smith (NJ)	Vitter
Ross	Smith (TX)	Walden
Rothman	Smith (WA)	Walsh
Roukema	Snyder	Wamp
Royce	Souder	Watkins (OK)
Ryan (WI)	Stearns	Watson (CA)
Ryun (KS)	Stenholm	Watts (OK)
Sabo	Stump	Weiner
Sawyer	Sununu	Weldon (FL)
Saxton	Sweeney	Weldon (PA)
Schiff	Tancredo	Weller
Schrock	Tanner	Wexler
Sensenbrenner	Tauscher	Whitfield
Serrano	Tauzin	Wicker
Sessions	Taylor (MS)	Wilson
Shadegg	Taylor (NC)	Wolf
Shaw	Terry	Wynn
Shays	Thomas	Young (AK)
Sherwood	Thompson (CA)	Young (FL)

NAYS—107

Allen	Hilliard	Neal
Baca	Hinchey	Obey
Baird	Hinojosa	Oliver
Baldwin	Holt	Owens
Barcia	Hooley	Payne
Becerra	Inslee	Pelosi
Blagojevich	Jackson (IL)	Peterson (MN)
Blumenauer	Jackson-Lee	Rahall
Bonior	(TX)	Rivers
Boyd	Jefferson	Rodriguez
Brown (FL)	Jones (OH)	Roybal-Allard
Brown (OH)	Kaptur	Rush
Capuano	Kennedy (RI)	Sanchez
Clay	Kildee	Sanders
Clayton	Kilpatrick	Sandlin
Clement	Klecicka	Schakowsky
Clyburn	Kucinich	Scott
Condit	LaFalce	Sherman
Costello	Langevin	Slaughter
Coyne	Lantos	Solis
Davis (CA)	Larsen (WA)	Spratt
Davis (FL)	Lee	Stark
Davis (IL)	Lipinski	Strickland
DeFazio	Luther	Stupak
DeGette	Markey	Thompson (MS)
Delahunt	McCarthy (MO)	Thurman
DeLauro	McCollum	Tierney
Doggett	McDermott	Udall (CO)
Engel	McKinney	Udall (NM)
Eshoo	Meek (FL)	Velazquez
Evans	Millender-	Visclosky
Farr	McDonald	Watt (NC)
Filner	Miller, George	Waxman
Frank	Mink	Woolsey
Gonzalez	Mollohan	Wu
Gutierrez	Nadler	
Hastings (FL)	Napolitano	

NOT VOTING—20

Bereuter	Dingell	Linder
Berman	Dooley	Miller (FL)
Carson (IN)	Fossella	Moran (VA)
Castle	Harman	Schaffer
Conyers	Hefley	Towns
Cox	Holden	Waters
Deutsch	Issa	

□ 1915

Mr. KUCINICH and Mr. BAIRD changed their vote from “yea” to “nay.”

Mr. SCHIFF and Mr. MALONEY of Connecticut changed their vote from “nay” to “yea.”

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

PROVIDING FOR CONSIDERATION OF H.R. 2926, AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 244 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 244

Resolved, That upon the adoption of this resolution it shall be in order without intervention of any point of order to consider in the House the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system. The bill shall be considered as read for amendment. The previous question shall be considered as ordered on the bill to final passage without intervening motion except: (1) one hour of debate on the bill equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure; and (2) one motion to recommit.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Texas (Mr. FROST), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, House Resolution 244 is a closed rule that provides for the consideration of H.R. 2926, the Air Transportation Safety and System Stabilization Act. This rule and its underlying legislation address the impending needs of the airline industry after last week's tragic attacks on the World Trade Center and the Pentagon.

The rule provides for 1 hour of debate to be equally divided between the chairman and the ranking minority member of the Committee on Transportation and Infrastructure. The rule waives all points of order against consideration of the bill. Finally, the rule provides one motion to recommit, with or without instructions.

Mr. Speaker, since the morning of September 11, 2001, when, as President Bush said last night, enemies of freedom committed an act of war against our country, our Nation has been through extraordinary and trying times. Over the past week and a half, we have heard countless stories of personal tragedy and selfless heroism. We have seen a Nation come together in a steely resolve to see justice served. And we have felt here in this Congress an unprecedented unity, rooted not just in bipartisanship but nonpartisanship, in citizenship. And we have much work to do.

As President Bush said, "We face new and sudden national challenges," because this war has many fronts. It was heartening for me to see my State's great Governor, George Pataki, and New York's outstanding Mayor, Rudy Giuliani, here in these Chambers last night. I have long valued their friendship. But as a New Yorker, today I

value even more their leadership. Each as shown a steady hand and quiet courage through which so many have drawn strength. Equally important, their attendance served as a reminder that we still have work to do to recover, rebuild and strengthen a city and a Nation.

Mr. Speaker, the ripple effect of last week's events has been felt all over the world. In the blink of an eye, the way of life that we have taken for granted for so long has been changed forever. Despite a national state of shock, thousands of our fellow citizens immediately went to work to ensure the safety and security of American citizens.

Within a matter of hours on the day of the attacks, the Federal Aviation Administration carefully orchestrated the safe grounding of every single airplane flying within the United States. This quick response and cooperation from the entire airline industry ensured the safety and well-being of countless individuals. But in the wake of the cowardly attacks on our Nation, scheduling cutbacks and subsequent reductions in the number of flights have hit the industry hard. Already there have been over 80,000 airline-related layoffs, with even more expected in the days and weeks to come.

We must remember that this is not just an industry giant that is suffering. This is a critical component to our way of life and a vital segment of our national economy. Our airlines move people and products across America and throughout the world. They serve not just business and tourism but can, quite literally, determine whether we are able to compete in a global economy.

In my own community, which had already been lagging the national economy, competitive air travel is continually cited as a primary component to economic growth. By coming to the aid of the airline industry, we will make America stronger. And in making America stronger, we will repair and reinforce the fabric of our Nation which was torn by cowards in last week's criminal act of war.

That is why we have a responsibility to help rebuild an industry that has helped keep America strong.

Specifically, the legislation before us authorizes the President to provide \$10 billion in loan guarantees and an additional \$5 billion in immediate direct aid. This money will help stabilize an industry that is desperately in need of urgent relief.

Additionally, the legislation contains language limiting the liability for any damages arising out of the hijacking and subsequent crashes of American Airlines Flights 11 or 77 and United Airline Flights 93 or 175.

As President Bush stated in his address to the Nation last night, "We will come together to promote stability and keep our airlines flying with direct assistance during this emergency."

America faces a daunting struggle in the times ahead. We must stand united

as a Nation. We must restore and strengthen our infrastructure so that Americans feel safe and confident again in utilizing the best transportation system in the world.

Mr. Speaker, as I conclude, I would like to commend the chairman of the Committee on Transportation and Infrastructure the gentleman from Alaska (Mr. YOUNG) and the ranking member the gentleman from Minnesota (Mr. OBERSTAR) for their tireless devotion and hard work on this important measure. I would also like to commend the Speaker and the majority leader and the minority leader for their leadership in crafting this legislation along with the other body and with the administration.

I urge my colleagues to support this rule and the underlying legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I thank the gentleman for yielding me the time, and I yield myself such time as I may consume.

Last night, Mr. Speaker, we were all impressed by the President's resolve. Today, this Congress continues the work of helping America recover and rebuild from last week's cowardly, barbaric attack.

On September 11, terrorists murdered thousands of innocent people. They also struck directly at the fabric of America's economy, seeking to cripple our air transportation system. Make no mistake, there is strong bipartisan support for stabilizing America's air transportation system and for ensuring the victims of September 11 get the assistance they need as they rebuild their lives. How to do those things is a difficult and complex question, but a crucially important one. At stake is nothing less than the strength of the economy, hundreds of thousands of American jobs, and our values and way of life.

So Democrats and Republicans have been working overtime to craft a bipartisan emergency package. All of those who have spent the last week hashing out this bill, especially Leader GEPHARDT, Speaker HASTERT, and Ranking Member OBERSTAR, deserve enormous credit.

Mr. Speaker, since the Federal Government grounded air traffic last week, the airline industry has been losing billions of dollars. As a result, hundreds of thousands of Americans, employees of the airlines, as well as the service and manufacturing industries around them, have seen their livelihoods threatened. In the aftermath of last week's attack, fewer people are flying, further hurting the industry. Make no mistake, it is critical that we ensure the security of air travel so people are not afraid to fly. And until the government ensures just compensation for the victims of September 11, the airlines will not be able to buy the insurance or borrow the capital they need to keep operating.

Mr. Speaker, the airlines have already announced some 80,000 layoffs.

Each airline job affects numerous additional jobs in other related industries. Make no mistake, the airlines are part of the foundation of our economy, affecting industries from travel and tourism to manufacturing and electronics.

In North Texas, the area that I represent, thousands of hardworking Americans make their living and support their families at companies like American Airlines, Boeing and Vought Industries.

□ 1930

I have talked to them and I believe this reasonable package will help them and people like them around the country.

This package provides \$5 billion to the airlines immediately to make up for the revenue they have lost this month as a result of Tuesday's terrorist attack and the government's order grounding their planes. It provides \$10 billion in loan guarantees for airlines that face fewer customers, higher insurance premiums, and rising security costs in the wake of September 11 and requires independent oversight to ensure the government will not be bailing out past management mistakes. Finally, it establishes the Federal Government as the insurer of last resort against terrorist attacks and sets up a victim compensation fund.

Make no mistake, it is not a perfect bill. A lot of Democrats, myself included, believe the Federal Government should guarantee the safety of air travel by taking over security and ensuring security staff are professionally trained and paid.

Additionally, Democrats believe we should do more to help the hundreds of thousands of airline workers whose jobs are on the line. We thought we had a bipartisan agreement to significantly expand unemployment insurance and health coverage for those who lose their jobs; but unfortunately, that was lost at some point late last night. So we will keep working to get that done.

I am pleased that the Speaker has made a commitment to allow us next week to try to help the people who are losing their jobs. I look forward to working on it with colleagues on both sides of the aisle.

So this bill does not do everything I think it should, Mr. Speaker, but it is a reasonable response under the circumstances; and it should help stabilize an industry uniquely devastated by terrorists while also ensuring the victims of September 11 will receive the compensation they and their families need. It protects thousands of Americans' jobs and provides thousands of Americans with justice.

For all those reasons, I urge the adoption of this rule and the passage of the bill.

Mr. Speaker, I reserve the balance of my time.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Minnesota (Mr. RAMSTAD).

Mr. RAMSTAD. Mr. Speaker, I thank the gentleman from New York (Mr. REYNOLDS) for yielding me this time.

Mr. Speaker, I rise in strong support of the rule and the underlying legislation.

Mr. Speaker, today was another sad day in Minnesota. Today, Minnesota-based Northwest Airlines, the largest employer in my congressional district, was forced to eliminate 4,500 jobs. That means layoffs for more than 20 percent of Northwest's 23,000 employees in Minnesota. System-wide, these job cuts affect 10,600 Northwest workers. Before last week's terrorist attacks, Northwest employed 53,000 people.

Because the Federal Government had no choice but to shut down the skies last week as an act of national defense, all the carriers I believe deserve compensation. We simply cannot let the airlines fail.

In the strongest terms possible, I support the legislation before us, providing a \$15 billion plan to bolster this struggling airline industry. It is clearly the right thing to do, and we need to do it now.

Mr. Speaker, America needs this airline assistance package which includes \$5 billion in direct aid and \$10 billion in loan guarantees so the imperiled airlines can continue flying and avoid bankruptcy. Every 1,000 layoffs by Northwest Airlines in Minnesota will result in a \$30 million payroll cut. So failure by Congress to pass this critical relief package for the airlines would be absolutely devastating to our economy as well as our airline employees and their families and hundreds of thousands of airline passengers nationally.

Mr. Speaker, without this immediate financial support from the Federal Government, the future of aviation in America would be severely threatened. Let us pass this important legislation today without further delay.

I deeply appreciate the leadership on this package by the gentleman from Minnesota (Mr. OBERSTAR), my friend and colleague, as well as the gentleman from Florida (Mr. YOUNG); and I urge all Members to support this very critical rule and legislation. The employees of Northwest Airlines and the people of Minnesota are both grateful for your bipartisan support.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentleman from Florida (Mr. HASTINGS), a member of the Committee on Rules.

Mr. HASTINGS of Florida. Mr. Speaker, I thank the gentleman from Texas (Mr. FROST), the distinguished ranking member, my friend, for yielding me this time; and I rise to oppose the rule.

I consider the airline industry to be the linchpin of our way of life in America. It is the fuel that provides the engine for our economy here and world-wide. A safe, secure, stable industry is all of our objectives as policymakers.

On Tuesday, airlines were grounded as a matter of defense. On Wednesday, workers living from paycheck to pay-

check were driven into the ground. We have a responsibility in a bipartisan manner to protect airplanes and to protect people.

I can assure my colleagues that all of us know that in the past week nearly 100,000 airline employees have been laid off as a result of the terrorist attacks. In the coming days, weeks, and months it is almost certain that the number of layoffs in the airline industry, as well as the industries directly and indirectly affected by airline travel, will drastically increase by thousands.

Analysts point out that the airline industry has a high multiplier effect. For every 100 jobs created by the airline industry, an additional 250 jobs are created by those industries who service the airline. In turn, as many as 250,000 workers may be on the brink of losing their jobs as a result of the layoffs of just the past week.

The human dimension means domestic violence will increase. It means that crime will increase. It means that child abuse will increase. I suffer, as does every Member of this House, with every victim; and we should restore them. I, for one, believe we should rebuild the World Trade Center; and I think we have some responsibility to build the Pentagon immediately. And we should open National Airport.

The Air Transportation System Stabilization Act, as introduced, does very little to provide relief to the workers who already have been or shortly will be displaced as a result of the terrorist attacks. The amendment that I offered in the Committee on Rules today would have provided needed relief to these hardworking Americans while at the same time helping to stimulate our economy.

What I want to know from the Members is why are we going home when we have the responsibility not only to the airline but we have a responsibility to extend unemployment benefits for those who work for the airline?

Why are we going home, when we could stay here tomorrow, Sunday, and Monday and extend job training benefits for people we know will lose their job, or provide more weeks of federally subsidized consolidated omnibus budget reconciliation premiums, and provide optional temporary Medicaid coverage for those workers without COBRA?

I think we should defeat this rule. We should protect the airline industry and the workers. We should do it all and do it now.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Florida (Mr. SHAW.)

Mr. SHAW. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I must say that I agree very much with what my friend and colleague the gentleman from Florida just said, except his conclusion is wrong. We must first save the airlines. That is what is of utmost importance.

I listened to the gentleman from Wisconsin (Mr. OBEY) speaking on his concern about some of the obscene salaries

that are continued to be paid while these airlines continue to hemorrhage red ink. I think the people who are considering the loans that we are being asked to guarantee should look very carefully at top executive salaries and see that these salaries should be based upon performance, and performance should be based upon, in part at least, the bottom line. When these airlines are continuing to lose money, the salaries at the top should not be in the figures that they are today. But this is for the loan people to figure out, and I hope that they do so.

But thinking of this country, a collapse of the airline industry all across this country would be devastating. You talk about lost jobs? Talking to some of the executives in my own district about what is happening to the car rental agencies, what is happening to the hotels, what is happening to the theme parks, what is happening to the restaurants, and all of the people who work in those businesses, it is absolutely time that we pass this rule and that we pass this bill.

It may only be the first step, but it is so important that we act tonight, and that we send this message to Wall Street, that the American United States Congress is behind the American airline industry, that we understand the problem, and that we are not going to let the airlines fail, we are not going to let our economy fail. Tonight we must pass this rule, we must pass this bill, and we must move on.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentlewoman from Texas (Ms. JACKSON-LEE).

(Ms. JACKSON-LEE of Texas asked and was given permission to revise and extend her remarks.)

Ms. JACKSON-LEE of Texas. Mr. Speaker, I thank the distinguished gentleman for yielding me time.

Mr. Speaker, I thank the chairman of the Committee on Rules and the ranking member as well. I thank the Speaker, the gentleman from Illinois (Mr. HASTERT) and our leader, the gentleman from Missouri (Mr. GEPHARDT).

Last evening, the President told America that the hour is coming. He indicated to us as a unified Nation that we would not tire or falter or fail. In that spirit, last week I voted aye for America's response. I voted aye for the \$40 billion to respond to the horrific tragedy.

Today I am equally concerned about avoiding bankrupt airlines and losing thousands of jobs. I am concerned. Let me say to Linda, who wrote me from my district, along with hundreds of other letters, that I am aware that Continental Airlines has single mothers supporting families and they have invested the last several years to Continental. It would be difficult, as she said, for them to find jobs.

I am equally aware that Captain Kevin B. Lawson may be willingly misinterpreting my position. He needs to pay attention to his Air Pilots Association who want comprehensive legisla-

tion. We are concerned about airlines and the airline industry, but we are equally concerned about people and jobs.

Therefore, I would have hoped that this Congress could have looked to solve the problem of jobs. I supported the Hastings amendment, which extended unemployment benefits, provided unemployment insurance benefits, extended job training, and provided COBRA extensions for health care. Who of the hundreds of persons that have written me from the airline would be against that?

I also support helping the airport concessionaires. They are in desperate need. I want an SBA disaster declaration to help them. And I want to federalize the security of airlines, so Americans can get back on the airlines quickly and start flying, going to Hawaii and Las Vegas and taking their children back to college and enjoying life again.

Mr. Speaker, I believe we can do more and reach to higher angels. I believe it is important to have a comprehensive package, and that is why I have raised my voice to fight for those who cannot fight for themselves.

I want to support the airline industry and those employees, too! I want to keep the millions of existing jobs. But, do you know what, Mr. Speaker? When I walk through the airports, I talk to the skycaps, I talk to the cleaning people. Those are the ones that pat Congresswoman SHEILA JACKSON-LEE on the back, and ask for help, not a hand-out.

I promised them I would work on their behalf, and I want a commitment from this Congress today that we are not going to leave here today without providing assistance for these people who are also affected, hotel workers, skycaps, cleaning people, contract people, people who are also innocent of the events of September 11, 2001.

I believe that we have to work with this rule and work with this legislation. But my heart is broken. Why? Because we could have done this in a more comprehensive manner. What do I say to the skycaps of 20 and 30 years that get \$2 an hour? We can do better. The hour is coming. We can vote aye on a plan that will help everyone, if not today—we must do this in the coming days.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from North Carolina (Mr. HAYES), who has spent countless hours in committee hearings on this very subject.

Mr. HAYES. Mr. Speaker, I thank the gentleman for yielding me time, and I thank the ranking member for conducting this debate in a very professional and proper way.

Mr. Speaker, I have sat through every minute of hearings on airline financial stability and on security. I have been there for every minute. Members have raised relevant points, some more relevant than others, but here tonight we are faced with doing

something that is crucial to our economy and to the airlines, which are a building log of that economy.

Last Friday night, it was brought to our attention by the gentleman from Minnesota (Mr. OBERSTAR) and the gentleman from Alaska (Mr. YOUNG) that the markets would open on Monday and we needed to send a strong message to Wall Street and the financial community that we would be there for this important part of our commerce.

That did not happen. We spent a week talking about very important things. Let me assure my colleagues, many of whom I have spoken to individually, and thank the gentleman from Missouri (Mr. GEPHARDT), the gentleman from Wisconsin (Mr. OBEY), and the gentleman from Texas (Mr. FROST) for their wonderful cooperation; but here we are a week later. We could have been doing the things that people are raising now.

□ 1945

Please put this discussion aside. Take this building block, put it in place, then we will address in time, as everyone has promised and everyone unanimously wants to do, the other issues, some of which are discovered, many of which are yet to be discovered. Let us pass this rule and this bill.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. LAMPSON).

Mr. LAMPSON. Mr. Speaker, I appreciate the gentleman for yielding me the time.

Mr. Speaker, these are unique and extraordinary times. Some of the steps that we take are not perfect. This is not a perfect piece of legislation. If the events of last Tuesday are any indication, this is not a perfect world.

I support this assistance bill because I believe it is necessary to maintain our transportation and aviation infrastructure. Passing this legislation does not absolve Congress from moving forward with air travel safety and dislocated worker assistance. We must do both as soon as possible. There are other industries that have been and will be effected by the events of September 11, 2001. We must look at these issues in a broader context.

This financial emergency assistance package will ensure the survival of a vital engine to our economy, the airline industry. We cannot afford to wait. By getting the aviation industry back on track, we will have a downstream effect that will provide a boost to all of the related industries that have been hit hard by this tragedy: the car rental agencies, travel agents, tourism, restaurants, theme parks, cruise lines and the list goes on and on and it even multiplies.

By no means does passing this bill today end our work. This is only the first step. We must also address safety and displaced-worker protections immediately.

It is essential that we address safety. We need to restore confidence in the

flying public. No financial aid package will bring passengers back to the planes unless they feel safe. Passengers need to feel sure, or they will indeed stay home.

I strongly believe that a worker-relief package must be addressed by this body as soon as possible. We must provide dislocated worker protections and extended health care coverage, not only for airline workers, but all workers affected by this tragedy; or, again, the costs will multiply. But I do believe that these issues should be addressed in a separate package. This is not the time to try to address every issue in one bill.

These are not ordinary times. Congress is being called on to do extraordinary things, and I urge my colleagues to support this legislation today.

Mr. REYNOLDS. Mr. Speaker, I yield 2½ minutes to the gentleman from South Dakota (Mr. THUNE).

Mr. THUNE. Mr. Speaker, let me say that safety is job one, which is why the airlines, when they were grounded last week, were given a whole set of new rules and regulations by which to live. Anybody who thinks that security is not being taken seriously in this country ought to go to one of the airports, because we have a whole new list of things that we are dealing with that will keep our airports more safe and secure.

Mr. Speaker, I am one who believes in an expanded role for the Federal Government in airport and airline security, and that discussion and debate is under way about how best to do that.

In the meantime, Mr. Speaker, the terrorist attacks of September 11 have sent the entire airline industry into an economic crisis with bankruptcy just a few weeks away for the entire industry. These desperate times require action. I believe it is Congress' responsibility to act.

As a fiscal conservative, I am extremely cautious when it comes to spending the money of South Dakotans and all Americans. However, our country has been the victim of a despicable act of terrorism that has ricocheted throughout our entire economy. No business could have foreseen the acts of September 11. In this time of open conflict, it is our responsibility to preserve the American aviation industry.

Mr. Speaker, in South Dakota where air service is provided by small carriers to small airports, we have been hit especially hard. We have already seen carriers curtail air service to some of our communities. However, this legislation contains specific provisions to help small communities in rural States like South Dakota.

I appreciate the leaders on both sides working with me to include language that gives the Secretary of Transportation the authority to ensure that airplane service to small communities continues without interruption. It also includes a \$55 million increase in the amount of money authorized under the Essential Air Service Program. This

means that small communities across our Nation will have enhanced access to much-needed essential air service funding.

I am pleased that Congress has chosen to make air service a priority for our Nation. I am pleased this legislation contains language to ensure that communities across the country will maintain the air service they have been accustomed to.

Mr. Speaker, I would conclude by saying I look forward to working with the administration, the carriers and the communities to preserve air service, and with the help of this legislation, make sure that those small communities across South Dakota and across this country continue to have the air service they currently have and that it is safe and secure for the future of America.

Mr. FROST. Mr. Speaker, I yield such time as he may consume to the gentleman from Texas (Mr. STENHOLM).

(Mr. STENHOLM asked and was given permission to revise and extend his remarks.)

Mr. STENHOLM. Mr. Speaker, I rise in support of this rule and the legislation which it permits to be taken up later tonight.

Mr. Speaker, I rise in support of this legislation, which will provide necessary assistance to our airlines and protect this sector of our Nation's infrastructure.

We must resolve ourselves to restore the financial stability of our airlines—for we do this not for the sake of the airlines alone, but for the sake of the millions of air travelers.

Even with this assistance, Americans still will be asked to sacrifice, for our country has changed. And yet we know that our country has faced and conquered so many other challenges in its proud history and we will survive this as well.

Thousands of workers in the travel industry have already lost or will lose their jobs, and citizens will be impacted by reduced options for air travel.

My district has already felt the brunt of these airline cutbacks. Continental Express will discontinue service to Abilene and San Angelo Airports beginning October 1, and the sole remaining carrier, American Eagle, has announced that it will reduce the number of daily flights to Dallas-Fort Worth.

I commend Chairman YOUNG and Ranking Member OBERSTAR for including language in this bill to protect rural communities and small airports. Each community that had service prior to September 11 must be assured of continuing air service, and I encourage Secretary Mineta to take steps to ensure this.

It is also important for the airlines to realize that now is not the time to unreasonably raise fares on passengers—especially in rural areas that are served by only one or two carriers. We must make sure that airfare remains reasonable and affordable for all Americans.

We must make our Nation's sky safe again, by increasing security at our airports and on the airplanes themselves, but tonight by ensuring the financial security of the airlines.

This bill is not perfect. In fact there are many changes I would have made. But this bill is the best we can do tonight.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Maryland (Mr. WYNN).

Mr. WYNN. Mr. Speaker, our Nation's airlines do need our help. They are indeed in a crisis situation. I know in my own State of Maryland, U.S. Airways, which has a major economic impact, is in real trouble.

I think there is a large consensus that we ought to help them and we ought to provide the \$15 billion that they will need to keep flying. But there is another question that needs to be asked that the American people need to keep at the forefront of their minds during these grim times, and that is simply this: What about the workers? What about the workers?

Make no mistake. Even with this \$15 billion infusion, there will still be layoffs; there will still be dislocation. Many of us have said, in this bill we ought to deal with those problems. We ought to deal with the problem of extending unemployment compensation; we ought to deal with the problem of extending health care benefits; we ought to deal with the problem of job retraining.

I believe in balance and fairness. We ought to help the industry; we ought to give the \$15 billion. But it is not fair to ignore the employees, the workers, the clerks, the baggage handlers, the cooks, the mechanics, the people that keep the airplanes flying and say, well you wait until later. That seems to be the approach of some in this body that we will take care of that later. They have made a commitment that they will indeed address the workers' concerns. I sincerely hope that they will keep that commitment, and I hope the American people will take them to task; that in the weeks to come, we will, in fact, on the floor of this House deal with the question of protecting our dislocated workers, because they are the people who truly keep America flying.

Mr. REYNOLDS. Mr. Speaker, I yield 2½ minutes to the gentleman from Indiana (Mr. BUYER).

Mr. BUYER. Mr. Speaker, I thank the gentleman for yielding me this time.

Mr. Speaker, this is a bill that recently passed in the other body 96 to one. Ninety-six to one. I had to come to the floor because I could not believe the rhetoric that I am hearing, the passion. I understand the song that is being sung, but let us remember what is occurring here at the moment. An industry is hemorrhaging. Hemorrhaging. Folks, let us calm down for a moment here.

When you look into a pond and it is nice and glassy on a calm, windless day and you take a rock and you throw it into a pond, sure you see the splash; but then you have the ripples that go far out infinitum. We are trying to deal with those ripples and bring calm to it before it hits the shores. Here is an industry that is approaching 100,000 layoffs. We cannot give in to the terrorists. We have to have this immediate infusion.

I have great respect for the leaders of both parties that negotiated this. Let us bring calm here also to our words.

This needs to pass. Yes, it is an economic stabilization. Yes, we have to address security assurances. Yes, we have to address liability. There is plenty of work still yet for us to do.

I want to compliment the Governor of Indiana, Frank O'Bannon, a Democrat governor. He sent a letter to me and said, "I would like to urge you to support the enactment of the economic assistance for our domestic airline industry as quickly as possible. As you well know, the tragic hijackings of the four commercial jets last week resulted in the first-ever complete shutdown of our air traffic system. This closure itself cost the airline industry hundreds of millions of dollars each day. The continued closure of Reagan Washington National Airport, heightened security measures, reduced passenger demand due to concerns about air safety pose significant obstacles to recovery. Without Federal assistance, including grants and loans, many airlines will go bankrupt."

I want to compliment Democrat Governor Frank O'Bannon.

Republicans and Democrats are unified. We are unified and there is unity to do this measure, so please let us be very cautious about the rhetoric and the tone that is being used here on this floor, and let us continue our work in a bipartisan fashion on behalf of the American people.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. HINCHEY).

Mr. HINCHEY. Mr. Speaker, everyone in this House wants to be sure that we have a sound airline industry and that it is functioning properly for the American people. But this bill does not do enough in too many areas and in some areas, it does what it does in the wrong way.

The bill, first of all, provides \$5 billion in outright grants to the airline industry. The September 21 report of the Democratic staff of the Joint Economic Committee estimates that because of the shutdown, the airline industry in the United States has lost between \$360 million and \$1 billion, and this bill gives them \$5 billion in outright grants and another many billions of dollars and more in loan guarantees follow upon that.

If we want people to get back into airlines, the way to do that is to increase the confidence of the American people in the airline industry. The way to do that is to put safety procedures in place, the kind of safety procedures that the airline industry has resisted for decades, since deregulation. These people who run these airlines are using the cover of crisis for financial gain, and that is what is happening in the context of this bill. No safety procedures, no increases in safety procedures, no additional confidence on the part of the American people.

If we want people back in the airlines, we have to make them safe. Why

are we not requiring the airlines to do the kinds of things that will produce confidence in the people who ride on these airlines? Where is that \$5 billion going? What is it going to be used for when the airlines have only lost less than \$1 billion as a result of the shutdown.

Then, of course, there is the issue of the people who work for the airlines who are getting absolutely nothing out of this particular piece of legislation.

Airline executives making between \$5 million and \$35 million a year, at a time when the economy has been at its best in modern history, at a time when more people are flying, have nevertheless been able to run several of these airline companies into the ground, and now we are rewarding them with additional billions of dollars.

Mr. REYNOLDS. Mr. Speaker, I yield 1 minute to the gentleman from Arizona (Mr. FLAKE).

Mr. FLAKE. Mr. Speaker, I have one piece of concern about the legislation that I wanted to air here. The bailout, or the \$5 billion portion, is given on the basis of formula, which is fine, as it should be. However, the next portion, the loan guarantees, will be distributed based not on a formula, but where a governmental entity or a group of individuals will simply pick winners and losers: you have more cash flow than the other guy. You have a bigger asset base than the other guy. You win; you lose.

I hope that as this goes forward, if this legislation passes, that we are vigilant here in ensuring that those who dole out that money do so in an equitable basis and do not try to pick winners and losers in the economy.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from California (Ms. PELOSI).

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Ms. PELOSI. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I rise in opposition to the rule. At a time when the American people expect, more than ever expect and truly deserve a full discussion of our response to our national tragedy, the Committee on Rules has presented us with a closed rule.

At a time when the collateral damage to workers associated with the airline industry can run up to 100,000 layoffs, we are not even allowed to discuss amendments to help them. At a time when the airline industry has placed the burden of safety on the travelers with 3-hour waits before scheduled takeoffs, and present us with a bill which barely mentions safety, a bailout of the airline industry will only be a temporary fix if we do not get passengers back on the flights.

The airlines must do a better job of facilitating travel, and this Congress must do a better job for the thousands who are losing their jobs. To do anything less while we are considering a \$15 billion bailout is a national disgrace. I urge my colleagues to oppose this rule.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Arizona (Mr. SHADEGG).

(Mr. SHADEGG asked and was given permission to revise and extend his remarks.)

Mr. SHADEGG. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I rise in support of this rule and of the underlying bill. A week ago tonight, actually early in the wee hours of Saturday morning, I stood on this floor and urged my colleagues to pass the bill that was before us then.

At that time, I discussed the fact that the airline industry had been massively attacked, and that it was suffering, and if we did not act, we would bring financial consequences to the airline industry, and people would lose their jobs. In point of fact, sadly, that prediction turns out to be true. We now know of some 100,000 layoffs in the industry. How many of those layoffs would not have occurred if we had been able to send the right signal last week?

Our enemies do not seek just to destroy buildings, such as the Pentagon and the World Trade Center, they seek to destroy our economy. We cannot let that happen. This bill is a piece of intensely negotiated legislation on which there are fair compromises on each side. Many of my colleagues have concerns about the liability provisions, but as a result of the compromise which has occurred in the last several hours, in the last several days, those compromises are fair.

There is a claims procedure under which the victims of this atrocious act will be able to get relief without having to rely on an attorney, and that is a good move. They should not be victimized again by having to pay a huge contingency fee in order to recover.

The danger in this bill, however, lies in the ability of the Airline Stabilization Board to allocate the monies which are allocated for loan guarantees. Those funds are absolutely critical to keep our airlines in the air.

Sadly, under the wording of this bill, that board can pick winners and losers. We do not need the government picking winners and losers. It is vitally important that we ensure that the airlines of America, not just the big carriers who have lots of capital, who have an old fleet with a lot of equity in it that can stay in the air, but it is vitally important that we keep the small carriers, the cost-sensitive, low-priced carriers, in the air. They are much less able to qualify for those loans.

This legislation should say, "If you were flying on September 10, we are not going to let the act of these terrorists destroy you and keep you from flying, because we understand that will put your employees out of work."

I urge my colleagues to make sure that we should not let the stabilization board pick winners and losers and hurt the employees of the small airlines while picking winners for the employees of the bigger airlines.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Michigan (Mr. STUPAK).

Mr. STUPAK. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I rise in opposition to the rule. It is amazing, the last speaker said those airlines that were flying on September 10 should continue flying. That is exactly the amendment I offered in the Committee on Rules today, which the Committee on Rules rejected. Because what we have found, Mr. Speaker, is the airline industry is asking for billions of dollars of taxpayers' money, and yet they are telling some of us in certain parts of this country, we are no longer going to service your area.

If you are taking the taxpayers' money and if you are flying and doing well before September 11, 2001, why are they now cutting out service to areas like Chattanooga; Escanaba, Michigan; and the rest of this country? They are using the terrorist attack as an excuse to get out of certain marketplaces.

The intent of my amendment was not to minimize or aggravate the losses incurred by the airline industry, but a sense of fairness. If they can service our areas before the terrorist attack and take billions of dollars from us, they should at least be able to continue to service our area.

That was our amendment, straight up, forward. That is all we wanted. It was to ensure that areas do not get dropped by airline carriers in a rush to save money during this time. It is a real concern that the carriers will use this emergency as an excuse to cut routes, and, indeed, they already have.

The amendment states, "Any carrier who drops service within the next 2 years to an airport they served prior to September 11 will not be eligible for funding under the airline bailout bill." If a carrier stops providing air transportation to an airport, then the carrier must repay the United States the amount of money that they received.

Billions of dollars in aid should not be given to private industry without some promises in return. Our communities are the heart and soul of America, and should not suffer undue hardship as a result of this tragedy. We cannot leave this to the airlines' discretion. They have already spoken. They have spoken loudly. They will cut service in some parts of this country.

Mr. REYNOLDS. Mr. Speaker, I yield 1 minute to the gentleman from New York (Mr. GRUCCI).

Mr. GRUCCI. Mr. Speaker, I thank my distinguished friend, the gentleman from New York, for yielding time to me. I thank all those in the House here tonight, and all those working on this bill.

About a week ago, when I saw what will forever be known as Ground Zero in New York, my heart ached. My heart ached for those who were afflicted with the pain and suffering, and for those who were going through the rubble and trying to find human life that was left.

Now my heart aches for more Americans, people who are out of work, peo-

ple who are affected, small business owners across this country, because the airline industry is not up and running. It is the people who live in my district who work there as well. I want to help them. I will do all that I can to do that. But before we can put them back to work, we have to put the airlines back in the air. We need to do all we can to make sure that this country continues to move forward.

We are going to do what we need to do. I heard the President say that; that not only are we going to rebuild New York and Washington, but we are going to rebuild our economy. That is going to be one brick at a time. As we move forward, we are going to take piece by piece, and this piece is to help put the airline industry back in solvency so we can go forward and put people back to work.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from Florida (Ms. BROWN).

(Ms. BROWN of Florida asked and was given permission to revise and extend her remarks.)

Ms. BROWN of Florida. Mr. Speaker, I thank the gentleman for yielding time to me.

First of all, let me say that everybody in this House feels the pain of what is going on in the country, and certainly we all want to be supportive. I personally sat through the testimony of the CEOs in the Committee on Transportation and Infrastructure. I know that our carriers need some relief.

But I refuse to vote for a bill that was never debated in committee, and does absolutely nothing for the thousands of employees and businesses that rely on the airline carriers for survival. We are handing over \$5 billion, a blank check, to the airline CEOs, and over \$10 billion in loan guarantees, with no questions asked; but not one single dime for the over 100,000 employees who the airline carriers are laying off.

How can we go back to the district and tell those hardworking men and women that we were not able to provide a dime for them, but yet we are giving the CEOs \$5 billion? Mr. Speaker, the airline carriers are taking advantage of us. We are being chumps.

Mr. REYNOLDS. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. BRADY).

Mr. BRADY of Texas. Mr. Speaker, I thank the gentleman for yielding time to me, and I thank him for his leadership on this issue.

Mr. Speaker, Congress is right to act because America's air transportation system is as critical to our economy as our highways, our railroads, and our seaports. This is important locally to me because the 20,000 Continental Airlines furloughs are causing a great deal of hardship for our families in our communities. Without swift action from Congress, many more of our jobs and our businesses will suffer greatly, and so will our chances for recovering from this economic strain, and as we work

to open new markets for Texas and for the United States.

These are extraordinary times, and in the end, whatever concerns we may have, we simply cannot sit idle and give terrorists the satisfaction of toppling America's economy as they did the Twin Towers. This is crucial legislation tonight, now, for America.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Massachusetts (Mr. OLVER).

Mr. OLVER. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, this bill today aids the airline companies that were devastated by the terrorism of September 11: United, American, Delta, Northwest, and U.S. Air, and the others who on average have announced a 20 to 25 percent reduction in employees, and cutting 25 percent, on average, of routes. By all accounts, they need the aid.

But the airline industry is not solely these largest of the airline corporations. This bill provides no parallel aid for the nearly 100,000 direct employees of those companies who are losing their jobs, and this bill does not even contemplate the spin-off losses of jobs in the travel/tourism industry, the hotels and resorts, the restaurants, and travel services. That is a severe inequity.

Beyond that, this bill does absolutely nothing to assure the American public that they can travel safely in the new world that has followed September 11. Yesterday, the joint subcommittees of the Committee of Appropriations, the joint Senate and House subcommittees, held a hearing and heard powerful testimony from the FAA, the GAO, the IG, which documented the utterly porous security systems operated by the airlines. They have found that the screeners frequently fail to detect guns, knives, and other threats; that they have been able to repeatedly to breach the secure areas in a large percentage of the airports, and once they had breached the secure areas, could enter easily aboard aircraft.

Mr. Speaker, why is it that these breaches of security systems are so easy? The IG and the GAO cite low wages and low benefits of the employees, little or no training, weak and no criminal investigations of the screeners, no uniform standards for screening. In other words, they are largely dead-end jobs providing security. We must come back to this bill, even though I am going to support the legislation.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. TRAFICANT).

(Mr. TRAFICANT asked and was given permission to revise and extend his remarks.)

Mr. TRAFICANT. Mr. Speaker, the terrorists not only wanted to kill Americans, the terrorists wanted to destroy the great symbols of America's freedom: New York, the Trade Center, the Pentagon. If not for those brave Americans, that plane in Pennsylvania would have probably visited this Capitol.

I do not think there is anybody who has fought more for jobs in this Congress than I have. Failure to pass this bill will do something that I think was unintended by the terrorists. It will give them a victory because our aviation industry shutdown kills our economy, kills more jobs, and destroys and wrecks the stability of our freedom.

This is not a perfect bill, but we have the word of the Speaker, the minority leader, that they will revisit this issue and this bill will be perfected. But failure to pass this bill gives these terrorists a victory that they never envisioned. They wanted a symbolic victory. We are giving them an absolute economic victory. That cannot occur, it should not occur, and Congress should do one other thing: not divide our resolve. That is the real goal of these terrorists.

Stay together, pass the rule, pass the bill, and let us fix that as we go on, as we remedy this great disaster.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from Illinois (Ms. SCHAKOWSKY).

(Ms. SCHAKOWSKY asked and was given permission to revise and extend her remarks.)

Ms. SCHAKOWSKY. Mr. Speaker, every single Member of this body and every person in this country understands fully that a functioning airline industry is vital to the functioning of our country. Yet, I stand in opposition to this legislation. Why? Because, remarkably, this bill completely ignores the heroes in the airline industry who were and are most deeply and personally affected by the September 11 atrocities, the thousands of everyday airline workers who are now losing their jobs as a result of the September 11 attack.

Members can look in every line and in every page of this bill and we will not find a single mention of them. Those airline executives who earn up to \$35 million a year, they will find a whole section here, but not a word about the up to 100,000 industry workers who will lose their jobs even if we pass this bill.

An angry and hurt Association of Flight Attendants said, "It is sad how quickly those who sacrificed to make our country great, even in these times of tragedy, get left out when corporations go asking for taxpayer money."

This bill says nothing about unemployment benefits, job training, and health benefits. I stand here tonight ready to help the airline industry, but not just a part of it. Those who say they will help workers next week or the week after, have to be asked: Why not tonight? If we add them to the bill, I would gladly and proudly vote yes.

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Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield such time as he may consume to the gentleman from New Mexico (Mr. UDALL).

(Mr. UDALL of New Mexico asked and was given permission to revise and extend his remarks.)

Mr. UDALL of New Mexico. Mr. Speaker, I urge my colleagues to stay here and address these issues: the worker employment issues and the safety issues and security issues we have talked about.

There is no doubt that the airline industry is in need of assistance. This industry is vital to our nation's economic strength, and its current struggles have far-reaching implications for all segments of American society. Therefore, at this time of national emergency, I agree that we should help stabilize this important cog in the American economic wheel. However, I do not believe that we should simply provide a "bailout" bill for airline companies at the expense of American taxpayers.

As we consider the amount of assistance we are providing, we also need to ensure that there are sufficient provisions to assist everyone who has been affected by this tragedy. First, we must compensate the victims of the September 11th attack. Second, we need to take steps to prevent future tragedies. Third, we need to help the airline industry, but we also must remember those hard working airline employees who have lost their jobs. Finally, we need to provide support for smaller airports throughout the country. In providing assistance to the beleaguered industry, we must be mindful of these objectives.

Unfortunately, Mr. Speaker, I have reservations about whether or not this bill is mindful of those objectives. I have serious concerns about the lack of employee assistance provisions in this legislation and believe that we, the United States Congress, should be working through the weekend to ensure that those airline employees who need our help receive assistance as soon as possible. I am hopeful that the majority will keep its commitment to move additional legislation to help working families next week.

Nevertheless, Mr. Speaker, despite my reservations about this legislation, I do recognize that it is an important start in a time of great national crisis and will therefore support its passage. I believe that we should provide assistance to the airline industry, but believe it should be done responsibly. The American people demand it, and the American people deserve it.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from New York (Mr. ENGEL).

Mr. ENGEL. Mr. Speaker, I thank the gentleman for yielding me this time.

Mr. Speaker, I am here in the Chamber tonight with a heavy heart. I will support this bill reluctantly, but I will oppose the rule. And I will oppose it because of the reasons that so many of my colleagues have given.

I am very disappointed that there is no relief for workers for the airline industry. There is no job training, there is no unemployment compensation, there is no health benefits protection to laid-off workers. None of that is in the bill. I know we are going to revisit it next week, and I hope we get a bill then, but it should be in the bill tonight.

Also, we all know that federalizing the security workers that are by the x-

ray machines is something that we are going to have to do. Why are we not addressing this issue in the bill tonight? The fat cats, the heads of the airline industry, are guaranteed and locked in for millions, but American workers are not given the right time of day.

We ought to stay here and we ought to perfect the bill. That is why I am going to oppose this rule, because we should be having amendments that will deal with these issues that we are talking about. What could be more important than helping American workers? So I will support the bill, but I will oppose the rule. The airline industry needs to be helped, but we should be doing everything tonight.

Mr. REYNOLDS. Mr. Speaker, I yield myself such time as I may consume.

As I have been working on seeing this rule come to the floor for some 24 hours, I cannot help but reflect that the goal I hope to achieve by helping to invest some of America into our airlines is to protect those jobs that I have heard so much discussion about, to stop the layoffs, to stop the slow-downs of our economy, not just for the employees of the airlines that we have made reference to today but for all of America who is dependent on those airlines being in the air.

We are now in a global economy. We are dependent on the strength of the airline industry to make America work strong. And when I look at the investment of taxpayer dollars into our airlines, I am thinking about jobs and the economy first. I am thinking about not only the airline jobs, which are so important, but I am thinking about the jobs in my community and across America that people are working in. Americans working day in and day out are dependent on our airlines, whether they use them in their work or they are dependent on the goods and services that those airlines bring about in the reality of their jobs.

We are looking today to move forward with an opportunity for saving jobs, creating jobs, and addressing the jobs so dependent on our airlines. We have heard speeches made in debate today regarding the workers themselves, the airlines, men and women working across America in the tourism industry. That is why I think we need to move ahead and pass this rule so that we can get America working strong, able to depend upon the airline industry, which is so vitally important.

I think we have seen a recognition of that in the last rule vote. I think we will see that in this vote as we move forward to debate the bill. This legislation is about preserving and growing jobs in the airline industry, which means so much to this country.

Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I would inquire of the time remaining on each side.

The SPEAKER pro tempore (Mr. THORNBERRY). The gentleman from New York (Mr. REYNOLDS) has 5 minutes remaining, and the gentleman

from Texas (Mr. FROST) has 5½ minutes remaining.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from California (Ms. SANCHEZ).

Ms. SANCHEZ. Mr. Speaker, I thank the ranking minority member of the Committee on Rules for yielding me this time.

Mr. Speaker, there is no question that we must help the airline industry. They are in a real danger of financial collapse. However, I have real concerns with the way that we are going about giving the airline industry financial assistance. We have left the workers behind in this bill, the workers who are or in so many cases were the heart and the soul of the very industry we may be bailing out this evening.

Despite the efforts over the last several hours, hours to digest and debate a bill of this magnitude, the leadership in this House, the people's House, has refused to include in this legislation any relief for the tens of thousands of workers in the airline and related industries who have lost or will soon lose their jobs because of this crisis.

I have voted against the martial rule; and I will vote against this rule, because I believe that a bill this size, this magnitude, of this importance should not be rushed through the Congress. However, I will vote for this bill because I do not have a choice. The leadership has left no choice.

Mr. Speaker, this bill is not even close to perfect, but I will support it.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. GREEN).

(Mr. GREEN of Texas asked and was given permission to revise and extend his remarks.)

Mr. GREEN of Texas. Mr. Speaker, I rise in strong support of not only the rule but also the Air Transport System Stabilization Act of 2001.

Last week, this country suffered a terrible human loss when terrorists decided to use our airline industry as a weapon of mass destruction. The human magnitude of this attack has now started to crystallize, but the economic consequences of many of our industries, like the airlines, is only now becoming known.

Whether intentionally or unintentionally, the terrorists have brought financial ruin on our national airline system. Our national carriers have suffered a 50 to 80 percent drop in passenger miles flown, and that number may actually get worse in the short term. Congress must step in immediately and provide a financial floor for the industry. They need help, and they need it now.

I understand there are many in this Chamber who want to attach a broad list of legislative mandates and conditions on the bill. I would like to do some of these. But this assistance is only the first step. If we delay providing financial assistance one more

week while we haggle over these proposals, this industry would not need the \$15 billion because they will be out of business. That is because airlines are going to start declaring bankruptcy and will not need the money.

Delaying this financial assistance package means more workers will lose their jobs and Wall Street will continue to punish their stocks.

Let me make something very clear, our number one priority should be the jobs of the thousands of airline employees being furloughed or laid-off. But, we cannot begin to help them until we arrest the airlines sinking financial position. This legislation is not a bailout, it is a helping hand that I hope all the airlines fully appreciate.

Mr. Speaker, I do also want to interject that I would like to see all the airline CEO's show some solidarity with their workers by agreeing to take a cut in pay. I understand that the legislation caps their pay, but I do not think this is sufficient in the face of the thousands of pink slips being handed out. Tough times need to be shared by all. My colleagues, we have time left in this session to bring a second more comprehensive airline reform package to the floor.

I know the chairman, the gentleman from Alaska (Mr. YOUNG) and the ranking member, the gentleman from Minnesota (Mr. OBERSTAR), will work with all Members to address their concerns, but please let's get this package out the door today.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from Washington (Mr. DICKS).

(Mr. DICKS asked and was given permission to revise and extend his remarks.)

Mr. DICKS. Mr. Speaker, this legislation tonight certainly is not perfect, but we have a very dire situation that faces the airlines. I happen to come from the State of Washington, which is a State that has already been affected with the Boeing Company announcing a layoff of 30,000 workers in our State. I believe this legislation will help stem that terrible loss and will keep people at work, both in the airlines and at Boeing.

I am deeply disappointed, however, that the leadership chose not to put in place the unemployment compensation benefits that would help the unemployed workers at Boeing and help the unemployed workers at the airlines. It is my understanding that the gentleman from Missouri (Mr. GEPHARDT) and the Speaker will have a colloquy in which they will state their intention to bring legislation up next week. My support for this legislation is contingent upon that happening.

Mr. Speaker, I rise tonight to offer my support for this legislation because I believe it is necessary for the survival of the airline industry in our country at this time. Without the infusion of cash and loan guarantees that is contained in this bill, I believe we would run the real risk that this vital component of our transportation system—so critical to our economy and our way of life—will cease to operate. We have already seen huge airline layoffs result-

ing from the disaster of September 11th, along with the resulting airport closures and sharp decline in air passenger traffic. And in the Puget Sound area of Washington State that I represent, we face the prospect of 20,000 to 30,000 layoffs at the Boeing Company in the year ahead, due to the industry decline that was certainly exacerbated by the terrorist attacks last week. This package we are considering today will help us avoid more bad news, Mr. Speaker, and deeper job cuts.

However, my support of this bill is contingent on the premise that a comprehensive package of assistance for workers in the airline industry and at Boeing will become law in the next few weeks. This broad array of benefits, including income support, skills training, educational assistance and other re-employment help is absolutely necessary, and it recognizes the tangible impact on workers in the industry as a result of this terrible national tragedy. In fact, I would have preferred if we had included this worker assistance in the legislation we are considering today in the House of Representatives, because the workers deserve an immediate sign from the federal government that they will not be forgotten as we are responding to the financial crisis among the airline companies themselves.

Already, I have begun working with the State of Washington and the U.S. Department of Labor to ensure that existing programs of income support and training are able to meet the sudden huge demand that may be placed upon them. It is important to marshal these resources to help get these workers through the tough economic times ahead.

So I support the legislation to help the struggling airline industry in America at this critical time, Mr. Speaker. But I do so with the understanding and the hope that the workers who will be affected downstream by these same financial problems will know that help is on the way to them also.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from California (Mr. FARR).

Mr. FARR of California. Mr. Speaker, I thank the gentleman for yielding me this time. I rise as the other co-chair of the Congressional Travel and Tourism Caucus, along with my colleague, the gentleman from Florida (Mr. FOLEY).

I rise in support of the bill but with great concern. We have shown nothing but unanimity since the disaster last week. The airlines need this help, but it is not only the airlines that need this help, it is the employees of the airlines that need this help and it is all the other tourism related issues. I really want to ask my colleagues on the other side to try to keep the unity that we saw last night by really helping all of the industry affected in the United States, not just the airlines.

I support this because it is a 3–5–10 bill. And to explain that: it is \$5 billion in direct aid; it is \$3 billion for airport security, and certainly I think there is more needed in airport security, I think we need to Federalize all our security and we need to have a surcharge on that; and, lastly, it is \$10 billion in loan guarantees.

It is a good bill but a bad process.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS)

has 5 minutes remaining, and the gentleman from Texas (Mr. FROST) has 1½ minutes remaining.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from Connecticut (Ms. DELAURO).

Ms. DELAURO. Mr. Speaker, today I rise with a troubled conscience to address the rule before this body.

September 11 marked one of the darkest moments in our country's history. On that day, terrorists struck at the heart of our social and economic fabric, and the ripple effects of this tragedy are still being felt. In particular, the airline industry was severely impacted, resulting in tremendous economic hardship for the carriers, the people who work for them, and the travel industry as a whole.

This bill will allow the airlines to continue flying, provide some security for our airports and airways, and grant critical compensation to the families of victims of last week's barbaric attack. For those reasons, I hesitate to vote "no." Nonetheless, the bill does little for more than the 100,000 workers laid off as a result of this tragedy. Millions of laid-off workers and their families will be left behind with no guarantee they will retain their unemployment benefits.

The security provisions do not go far enough. The airline industry has fought the government tooth and nail over increased airline safety. We cannot afford for the airline industries to fail; but they deserve a stern warning, not just a check.

That is why I will vote "no" on the rule.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield myself the remaining time.

The SPEAKER pro tempore. The gentleman from Texas is recognized for ½ minute.

Mr. FROST. Mr. Speaker, as many people have indicated, this is not a perfect bill, but we have very little choice. We need to move forward tonight. We must pass this legislation.

I urge adoption of the rule and adoption of the bill, and I yield back the balance of my time.

Mr. REYNOLDS. Mr. Speaker, I yield myself the balance of my time.

There has been a lot of debate on this rule about jobs and providing some assistance for what will be laid-off airline workers. And as I said earlier, I hope that we will have the opportunity, by strengthening our airline system, that they will be called back.

We have many challenges ahead of us in the hard work that this House and the other body and the administration has. I think about New York City, at the other end of my State, faced with 30 to 40 million square feet of lost office space, and 40,000 workers no longer working every day. And while we look at some of the things we face, and it is apparent we will have future debate on

some of the airline industries assistance for laid-off workers, we have so much work to do in a comprehensive package that we need to work together on as we address some of these national tragedies that occurred in America in loss of jobs, let alone loss of life in New York City.

Our focus here today was to save jobs and continue an airline industry that this country is critically dependent on. The ripple effect of last week's attacks have been felt all over the world. In the blink of an eye, the way of life that we have taken for granted for so long has been changed forever.

Despite that national state of shock, thousands of our fellow citizens immediately went to work to ensure the safety and security of our American citizens. Within a matter of hours on the day of the attacks, the Federal Aviation Administration carefully orchestrated the safe grounding of every single airplane flying within the United States. This quick response and cooperation from the entire airline industry ensured the safety and well-being of countless individuals.

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But in the wake of the cowardly attacks on our Nation, scheduling cutbacks and subsequent reductions in the number of flights have hit the industry hard. We as Members of Congress know that full well. Already there have been over 80,000 airline-related layoffs with more expected. We must remember that this is not just an industry giant that is suffering. It is a critical component of our way of life and a vital segment of our national economy.

Our airlines move people and products across America and throughout the world. They serve not just business and tourism, but can, quite literally, determine whether we are able to compete in a global economy. The rule is now before us.

Mr. SPRATT. Mr. Speaker, the federal government must come to the aid of the airlines, and help them quickly, or the repercussions will be felt from coast to coast, all over our economy. Before September 11, our economy was at the tipping point; if the airlines fail, the economy will surely move into a recession, and the downturn will be deeper and longer.

I also believe that the victims of this tragedy, whether in the air or on the ground, deserve compensation, and most citizens will be pleased to know that this bill uses their tax dollars for that purpose. But in this case, where the liability of the airlines is unsettled, I do think there are limits to which victims' compensation by the government should be provided. This bill sets up a Victims' Compensation Fund, but does not specify the size of the fund or the maximum that any beneficiary can recover. Many of the victims in the World Trade Center earned many times the incomes of the firemen and police who died trying to protect them. Under this bill, the heirs of those victims will be eligible for many times more benefits than this bill will allow those brave firemen and police. Quite a few claimants will be able to show substantial incomes. The earning capacity of their decedents will

run into millions of dollars. I do not doubt their losses, or the grief their survivors must feel, but I do think the compensation to which they are entitled under this bill should be subject to some fair and reasonable limit. At this point, no one has any idea what the government's liability under the Victims' Compensation Fund may be, though it is likely to be substantial.

I wanted to propose that we set a fair but generous cap on the victims' benefits paid by the government, and use some of the money saved to help the thousands of airline workers who are being terminated or laid off, and are in a real sense, victims of the September 11 tragedy also. H. Resolution 244, the rule allowing this bill to come to the House floor, would not permit me to offer such an amendment, and for that reason, I voted against the rule. I will vote for the bill, but it would be a much better bill if such an amendment had been made.

Mr. BLUMENAUER. Mr. Speaker, I rise in opposition to the Rule. The rushed process by which this airline relief legislation has been brought to the Floor does not allow for full consideration of the critical elements that the public deserves to have addressed.

The rule does not allow Members to add provisions to this legislation that would provide a more fair and comprehensive relief package to protect and restore the entire aviation industry, including those who work for airlines and in other directly related industries. In this time of extreme tension and sense of urgency, we should be urgent about doing things right and not rushing to consider solutions that only address half of the problem.

Federal assistance to stabilize the industry is warranted. I cannot, however, support a rule that fails to consider all of the ripple effects to those people and businesses across the country who are directly impacted by last week's tragic events.

Mr. OLVER. Mr. Speaker, every member of this house understands that the airline industry has been devastated by the terrorism of September 11th.

We must provide help to the airline industry. I am sure we will do that today. This bill today aids the airline companies and by all accounts they need aid. United, American, Delta, Northwest, and US Airways are laying off 20–25% of their workforces and cutting 25% of their routes.

But this bill provides no parallel aid for the nearly 100,000 direct employees who are losing their jobs. Furthermore, this bill does not even contemplate the spinoff losses of jobs in the travel and tourism industry, the hotels and restaurants, the resorts and travel services. This is a severe inequity.

Beyond that, this bill does absolutely nothing to assure the American public that they can travel safely in this new world that the terrorism of September 11th has imposed on us all.

Yesterday, in a joint hearing, the Senate and House Transportation Subcommittees on Appropriations heard powerful testimony by the FAA, GAO, and Inspector General documenting the utterly porous security systems operated by the airlines.

Both the GAO and IG have extensively tested the security systems and found that screeners frequently fail to detect guns, knives, and other threats at security check points. The IG repeatedly breached secure areas in a large percentage of their tests at

major airports. Once they entered secure areas, they could easily board aircraft.

Why are the breaches of the security system so easy?

The GAO and IG cite: low wages and benefits of security personnel; little or no training of screeners; weak to no criminal checks on screeners; no uniform standards for screening; very rapid turnover (from 80% to over 200%).

In other word these are largely dead end jobs. DEAD END JOBS protecting the security of American travelers.

This bill does nothing to correct the obvious error of placing airline companies in a double conflict of interest that the present system creates. First, spending the necessary money to provide the security that Americans must have comes from the airline's bottom line. Second, proper screening requires time and causes longer waits in line.

But Americans will not return to the airways unless they are convinced that travel is safe. So, we must professionalize the airport security system with the ultimate responsibility for that security system firmly federalized.

In conclusion, neither the plight of employees of airlines and the related travel and tourism industry nor the necessary security of the American public when they fly is considered in this bill. Both will have to be addressed very soon.

But today, we have a bill that deals with an important part of the airline industry problem.

I urge this House to do that much, but then come back and finish the job before we adjourn this session of Congress.

Mr. REYNOLDS. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The SPEAKER pro tempore (Mr. THORNBERRY). The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. FROST. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Evidently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 285, nays 130, not voting 16, as follows:

[Roll No. 346]

YEAS—285

Aderholt	Boehner	Chabot
Akin	Bonilla	Chambliss
Andrews	Bono	Coble
Armey	Borski	Collins
Bachus	Boswell	Combest
Baird	Boucher	Cooksey
Baker	Brady (TX)	Cramer
Baldacci	Brown (SC)	Crane
Ballenger	Bryant	Crenshaw
Barr	Burr	Crowley
Bartlett	Burton	Cubin
Barton	Buyer	Culberson
Bass	Callahan	Cunningham
Bentsen	Calvert	Davis, Jo Ann
Berkley	Camp	Davis, Tom
Berry	Cannon	Deal
Biggert	Cantor	DeLay
Bilirakis	Capito	DeMint
Blagojevich	Capps	Diaz-Balart
Blunt	Carson (OK)	Dicks
Boehkert	Castle	Dooley

Doolittle	King (NY)	Riley
Doyle	Kingston	Roemer
Dreier	Kirk	Rogers (KY)
Duncan	Knollenberg	Rogers (MI)
Dunn	Kolbe	Rohrabacher
Edwards	LaHood	Ros-Lehtinen
Ehlers	Lampson	Ross
Ehrlich	Largent	Roukema
Emerson	Larson (CT)	Royce
English	Latham	Ryan (WI)
Etheridge	LaTourette	Ryun (KS)
Everett	Leach	Sabo
Ferguson	Levin	Saxton
Flake	Lewis (CA)	Schiff
Fletcher	Lewis (KY)	Schrock
Foley	LoBiondo	Sensenbrenner
Forbes	Loftgren	Serrano
Ford	Lucas (KY)	Sessions
Frelinghuysen	Lucas (OK)	Shadegg
Frost	Maloney (NY)	Shaw
Galleghy	Manzullo	Shays
Ganske	Mascara	Sherwood
Gekas	Matheson	Shimkus
Gephardt	Matsui	Shows
Gibbons	McCrery	Shuster
Gilchrest	McGovern	Simmons
Gillmor	McHugh	Simpon
Gilman	McInnis	Skeen
Goode	McIntyre	Skelton
Goodlatte	McKeon	Smith (MI)
Goss	Meehan	Smith (NJ)
Graham	Meeks (NY)	Smith (TX)
Granger	Menendez	Snyder
Graves	Mica	Souder
Green (TX)	Miller, Gary	Stearns
Green (WI)	Moore	Stenholm
Greenwood	Moran (KS)	Stump
Grucci	Moran (VA)	Sununu
Gutknecht	Morella	Sweeney
Hall (OH)	Murtha	Tancredo
Hansen	Myrick	Tanner
Hart	Nethercutt	Tauscher
Hastert	Ney	Tauzin
Hastings (WA)	Northup	Taylor (MS)
Hayes	Norwood	Taylor (NC)
Hayworth	Nussle	Terry
Herger	Oberstar	Thomas
Hill	Ortiz	Thornberry
Hilleary	Osborne	Thune
Hobson	Ose	Tiahrt
Hoekstra	Otter	Tiberi
Honda	Oxley	Toomey
Horn	Pallone	Traficant
Hostettler	Pascrell	Turner
Houghton	Pastor	Upton
Hulshof	Paul	Vitter
Hunter	Pence	Walden
Hyde	Peterson (PA)	Wamp
Isakson	Petri	Watkins (OK)
Israel	Phelps	Watson (CA)
Istook	Pickering	Watts (OK)
Jackson-Lee	Pitts	Weiner
(TX)	Platts	Weldon (FL)
Jenkins	Pombo	Weldon (PA)
John	Pomeroy	Weller
Johnson (CT)	Portman	Wexler
Johnson (IL)	Pryce (OH)	Whitfield
Johnson, E. B.	Putnam	Wicker
Johnson, Sam	Quinn	Wilson
Jones (NC)	Radanovich	Wolf
Kanjorski	Ramstad	Wynn
Keller	Regula	Young (AK)
Kelly	Rehberg	Young (FL)
Kennedy (MN)	Reyes	
Kerns	Reynolds	

NAYS—130

Abercrombie	Costello	Hastings (FL)
Ackerman	Coyne	Hilliard
Allen	Cummings	Hinchey
Baca	Davis (CA)	Hinojosa
Baldwin	Davis (FL)	Hoeffel
Barcia	Davis (IL)	Holt
Barrett	DeFazio	Hooley
Becerra	DeGette	Hoyer
Bishop	Delahunt	Inslee
Blumenauer	DeLauro	Jackson (IL)
Bonior	Doggett	Jefferson
Boyd	Engel	Jones (OH)
Brady (PA)	Eshoo	Kaptur
Brown (FL)	Evans	Kennedy (RI)
Brown (OH)	Farr	Kildee
Capuano	Fattah	Kilpatrick
Cardin	Filner	Kind (WI)
Clay	Gonzalez	Kleczka
Clayton	Gordon	Kucinich
Clement	Gutierrez	LaFalce
Clyburn	Hall (TX)	Langevin
Condit	Harman	Lantos

Larsen (WA)	Neal	Slaughter
Lee	Obey	Smith (WA)
Lewis (GA)	Olver	Solis
Lipinski	Owens	Spratt
Lowey	Payne	Stark
Luther	Pelosi	Strickland
Maloney (CT)	Peterson (MN)	Stupak
Markey	Price (NC)	Thompson (CA)
McCarthy (MO)	Rahall	Thompson (MS)
McCarthy (NY)	Rangel	Thurman
McCollum	Rivers	Tierney
McDermott	Rodriguez	Udall (CO)
McKinney	Rothman	Udall (NM)
McNulty	Roybal-Allard	Velazquez
Meek (FL)	Rush	Visclosky
Millender-	Sanchez	Walsh
McDonald	Sanders	Waters
Miller, George	Sandlin	Watt (NC)
Mink	Sawyer	Waxman
Mollohan	Schakowsky	Woolsey
Nadler	Scott	Wu
Napolitano	Sherman	

NOT VOTING—16

Bereuter	Dingell	Linder
Berman	Fossella	Miller (FL)
Carson (IN)	Frank	Schaffer
Conyers	Hefley	Towns
Cox	Holden	
Deutsch	Issa	

□ 2049

Mrs. MEEK of Florida, Mrs. MCCARTHY of New York, Ms. RIVERS, and Mr. DOGGETT changed their vote from "yea" to "nay."

Ms. LOFGREN changed her vote from "nay" to "yea."

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

COMMITMENT TO ADDRESS NEEDS OF WORKERS AFFECTED BY EVENTS OF SEPTEMBER 11

(Mr. GEPHARDT asked and was given permission to address the House for 1 minute.)

Mr. GEPHARDT. Mr. Speaker, as we work to address the problems affecting our airlines, we must not forget the men and women who have lost their jobs as a consequence of the tragic events of September 11. These workers are without income, without health care coverage for themselves and their families, and without a clear path right now to future employment opportunities. I had hoped that we would be able to include something in this package to meet the needs of these American workers and their families. In my view, it is not right, and it is not fair, for these workers and their families to be denied these fundamental necessities after having lost their jobs through no fault of their own because of this national disaster. Working families are the backbone of our economy and our greatness as a Nation. I would hope that we would not ignore their plight now.

I would ask the Speaker, who has worked hard with us to produce this legislation, if he could commit to me to address this problem in the coming weeks.

Mr. HASTERT. Mr. Speaker, if the gentleman will yield, I agree with the minority leader that we need to ensure that the safety net is strong and secure

for all working Americans. And it is. Displaced workers need access to financial assistance as they work to get back on their feet. They have it. They need to be able to maintain their current health coverage without being thrown into the individual insurance market. Under current law, they can keep their same coverage. And for those workers unlikely to make it back to their old jobs, we need to ensure that they have access to adequate training programs. And we have. As the leader knows, due to the bipartisan progress over the years in this Congress, those pledges are secure.

But that does not mean that we should not consider proposals to do even more. The leader and I have discussed ways to address the unique health care needs of these working Americans as they seek employment. The committees of jurisdiction have already been examining proposals to assist in this area. We will take a comprehensive look at the health care needs of these displaced workers and work together to bring an appropriate legislative response to the floor as soon as possible. In the meantime, working Americans should know that the safety net is there, it is strong, and it is working.

Mr. GEPHARDT. Mr. Speaker, I would like to thank the Speaker of the House. He has dealt with me through these difficult days in an honorable and very good way. I appreciate it. I know all the Members appreciate it on our side as well.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 1266

Mr. HASTINGS of Florida. Mr. Speaker, I ask unanimous consent that my name be removed as a cosponsor of H.R. 1266, the Secret Evidence Repeal Act of 2001.

The SPEAKER pro tempore (Mr. THORNBERRY). Is there objection to the request of the gentleman from Florida?

There was no objection.

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

Mr. YOUNG of Alaska. Mr. Speaker, pursuant to House Resolution 244, I call up the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system, and ask for its immediate consideration.

The Clerk read the title of the bill.

The text of H.R. 2926 is as follows:

H.R. 2926

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Air Transportation Safety and System Stabilization Act".

TITLE I—AIRLINE STABILIZATION

SEC. 101. AVIATION DISASTER RELIEF.

(a) IN GENERAL.—Notwithstanding any other provision of law, the President shall take the following actions to compensate air

carriers for losses incurred by the air carriers as a result of the terrorist attacks on the United States that occurred on September 11, 2001:

(1) Subject to such terms and conditions as the President deems necessary, issue Federal credit instruments to air carriers that do not, in the aggregate, exceed \$10,000,000,000 and provide the subsidy amounts necessary for such instruments in accordance with the provisions of the Federal Credit Reform Act of 1990 (2 U.S.C. 661 et seq.).

(2) Compensate air carriers in an aggregate amount equal to \$5,000,000,000 for—

(A) direct losses incurred beginning on September 11, 2001, by air carriers as a result of any Federal ground stop order issued by the Secretary of Transportation or any subsequent order which continues or renews such a stoppage; and

(B) the incremental losses incurred beginning September 11, 2001, and ending December 31, 2001, by air carriers as a direct result of such attacks.

(b) EMERGENCY DESIGNATION.—Congress designates the amount of new budget authority and outlays in all fiscal years resulting from this title as an emergency requirement pursuant to section 252(e) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(e)). Such amount shall be available only to the extent that a request, that includes designation of such amount as an emergency requirement as defined in such Act, is transmitted by the President to Congress.

SEC. 102. AIR TRANSPORTATION STABILIZATION BOARD.

(a) DEFINITIONS.—In this section, the following definitions apply:

(1) BOARD.—The term "Board" means the Air Transportation Stabilization Board established under subsection (b).

(2) FINANCIAL OBLIGATION.—The term "financial obligation" means any note, bond, debenture, or other debt obligation issued by an obligor in connection with financing under this section and section 101(a)(1).

(3) LENDER.—The term "lender" means any non-Federal qualified institutional buyer (as defined by section 230.144A(a) of title 17, Code of Federal Regulations (or any successor regulation) known as Rule 144A(a) of the Securities and Exchange Commission and issued under the Security Act of 1933, including—

(A) a qualified retirement plan (as defined in section 4974(c) of the Internal Revenue Code of 1986 (26 U.S.C. 4974(c)) that is a qualified institutional buyer; and

(B) a governmental plan (as defined in section 414(d) of the Internal Revenue Code of 1986 (26 U.S.C. 414(d)) that is a qualified institutional buyer.

(4) OBLIGOR.—The term "obligor" means a party primarily liable for payment of the principal of or interest on a Federal credit instrument, which party may be a corporation, partnership, joint venture, trust, or governmental entity, agency, or instrumentality.

(b) AIR TRANSPORTATION STABILIZATION BOARD.—

(1) ESTABLISHMENT.—There is established a board (to be known as the "Air Transportation Stabilization Board") to review and decide on applications for Federal credit instruments under section 101(a)(1).

(2) COMPOSITION.—The Board shall consist of—

(A) the Secretary of Transportation or the designee of the Secretary;

(B) the Chairman of the Board of Governors of the Federal Reserve System, or the designee of the Chairman, who shall be the Chair of the Board;

(C) the Secretary of the Treasury or the designee of the Secretary; and

(D) the Comptroller General of the United States, or the designee of the Comptroller General, as a nonvoting member of the Board.

(c) FEDERAL CREDIT INSTRUMENTS.—

(1) IN GENERAL.—The Board may enter into agreements with 1 or more obligors to issue Federal credit instruments under section 101(a)(1) if the Board determines, in its discretion, that—

(A) the obligor is an air carrier for which credit is not reasonably available at the time of the transaction;

(B) the intended obligation by the obligor is prudently incurred; and

(C) such agreement is a necessary part of maintaining a safe, efficient, and viable commercial aviation system in the United States.

(2) TERMS AND LIMITATIONS.—

(A) FORMS; TERMS AND CONDITIONS.—A Federal credit instrument shall be issued under section 101(a)(1) in such form and on such terms and conditions and contain such covenants, representatives, warranties, and requirements (including requirements for audits) as the Board determines appropriate.

(B) PROCEDURES.—Not later than 14 days after the date of enactment of this Act, the Director of the Office of Management and Budget shall issue regulations setting forth procedures for application and minimum requirements, which may be supplemented by the Board in its discretion, for the issuance of Federal credit instruments under section 101(a)(1).

(d) FINANCIAL PROTECTION OF GOVERNMENT.—

(1) IN GENERAL.—To the extent feasible and practicable, the Board shall ensure that the Government is compensated for the risk assumed in making guarantees under this title.

(2) GOVERNMENT PARTICIPATION IN GAINS.—To the extent to which any participating corporation accepts financial assistance, in the form of accepting the proceeds of any loans guaranteed by the Government under this title, the Board is authorized to enter into contracts under which the Government, contingent on the financial success of the participating corporation, would participate in the gains of the participating corporation or its security holders through the use of such instruments as warrants, stock options, common or preferred stock, or other appropriate equity instruments.

(3) DEPOSIT IN TREASURY.—All amounts collected by the Secretary of the Treasury under this subsection shall be deposited in the Treasury as miscellaneous receipts.

SEC. 103. SPECIAL RULES FOR COMPENSATION.

(a) DOCUMENTATION.—Subject to subsection (b), the amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the amount of losses described in section 101(a)(2) that the air carrier demonstrates to the satisfaction of the President, using sworn financial statements or other appropriate data, that the air carrier incurred. The Secretary of Transportation and the Comptroller General of the United States may audit such statements and may request any information that the Secretary and the Comptroller General deems necessary to conduct such audit.

(b) MAXIMUM AMOUNT OF COMPENSATION PAYABLE PER AIR CARRIER.—The maximum total amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the lesser of—

(1) the amount of such air carrier's direct and incremental losses described in section 101(a)(2); or

(2) in the case of—

(A) flights involving passenger-only or combined passenger and cargo transportation, the product of—

- (i) \$4,500,000,000; and
- (ii) the ratio of—
- (I) the available seat miles of the air carrier for the month of August 2001 as reported to the Secretary; to
- (II) the total available seat miles of all such air carriers for such month as reported to the Secretary; and
- (B) flights involving cargo-only transportation, the product of—
- (i) \$500,000,000; and
- (ii) the ratio of—
- (I) the revenue ton miles or other auditable measure of the air carrier for cargo for the latest quarter for which data is available as reported to the Secretary; to
- (II) the total revenue ton miles or other auditable measure of all such air carriers for cargo for such quarter as reported to the Secretary.
- (c) PAYMENTS.—The President may provide compensation to air carriers under section 101(a)(2) in 1 or more payments up to the amount authorized by this title.

SEC. 104. LIMITATION ON CERTAIN EMPLOYEE COMPENSATION.

(a) IN GENERAL.—The President may only issue a Federal credit instrument under section 101(a)(1) to an air carrier after the air carrier enters into a legally binding agreement with the President that, during the 2-year period beginning September 11, 2001, and ending September 11, 2003, no officer or employee of the air carrier whose total compensation exceeded \$300,000 in calendar year 2000 (other than an employee whose compensation is determined through an existing collective bargaining agreement entered into prior to September 11, 2001)—

(1) will receive from the air carrier total compensation which exceeds, during any 12 consecutive months of such 2-year period, the total compensation received by the officer or employee from the air carrier in calendar year 2000; and

(2) will receive from the air carrier severance pay or other benefits upon termination of employment with the air carrier which exceeds twice the maximum total compensation received by the officer or employee from the air carrier in calendar year 2000.

(b) TOTAL COMPENSATION DEFINED.—In this section, the term “total compensation” includes salary, bonuses, awards of stock, and other financial benefits provided by an air carrier to an officer or employee of the air carrier.

SEC. 105. CONTINUATION OF CERTAIN AIR SERVICE.

(a) ACTION OF SECRETARY.—The Secretary of Transportation should take appropriate action to ensure that all communities that had scheduled air service before September 11, 2001, continue to receive adequate air transportation service and that essential air service to small communities continues without interruption.

(b) ESSENTIAL AIR SERVICE.—There is authorized to be appropriated to the Secretary to carry out the essential air service program under subchapter II of chapter 417 of title 49, United States Code, \$120,000,000 for fiscal year 2002.

(c) SECRETARIAL OVERSIGHT.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the Secretary is authorized to require an air carrier receiving direct financial assistance under this Act to maintain scheduled air service to any point served by that carrier before September 11, 2001.

(2) AGREEMENTS.—In applying paragraph (1), the Secretary may require air carriers receiving direct financial assistance under this Act to enter into agreements which will ensure, to the maximum extent practicable, that all communities that had scheduled air

service before September 11, 2001, continue to receive adequate air transportation service.

SEC. 106. REPORTS.

(a) REPORT.—Not later than February 1, 2001, the President shall transmit to the Committee on Transportation and Infrastructure, the Committee on Appropriations, and the Committee on the Budget of the House of Representatives and the Committee on Commerce, Science, and Transportation, the Committee on Appropriations, and the Committee on the Budget of the Senate a report on the financial status of the air carrier industry and the amounts of assistance provided under this title to each air carrier.

(b) UPDATE.—Not later than the last day of the 7-month period following the date of enactment of this Act, the President shall update and transmit the report to the Committees.

SEC. 107. DEFINITIONS.

In this title, the following definitions apply:

(1) AIR CARRIER.—The term “air carrier” has the meaning such term has under section 40102 of title 49, United States Code.

(2) FEDERAL CREDIT INSTRUMENT.—The term “Federal credit instrument” means any guarantee or other pledge by the Board issued under section 101(a)(1) to pledge the full faith and credit of the United States to pay all or part of any of the principal of and interest on a loan or other debt obligation issued by an obligor and funded by a lender.

(3) INCREMENTAL LOSS.—The term “incremental loss” does not include any loss that the President determines would have been incurred if the terrorist attacks on the United States that occurred on September 11, 2001, had not occurred.

TITLE II—AVIATION INSURANCE

SEC. 201. DOMESTIC INSURANCE AND REIMBURSEMENT OF INSURANCE COSTS.

(a) IN GENERAL.—Section 44302 of title 49, United States Code, is amended—

(1) in subsection (a)(1)—

(A) by striking “subsection (b)” and inserting “subsection (c)”;

(B) by striking “foreign-flag aircraft” and all that follows through the period at the end of subparagraph (B) and inserting “foreign-flag aircraft.”;

(2) by redesignating subsections (b), (c), and (d) as subsections (c), (d), and (e), respectively;

(3) by inserting after subsection (a) the following:

“(b) REIMBURSEMENT OF INSURANCE COST INCREASES.—

“(1) IN GENERAL.—The Secretary may reimburse an air carrier for the increase in the cost of insurance, with respect to a premium for coverage ending before October 1, 2002, against loss or damage arising out of any risk from the operation of an American aircraft over the insurance premium that was in effect for a comparable operation during the period beginning September 4, 2001, and ending September 10, 2001, as the Secretary may determine. Such reimbursement is subject to subsections (a)(2), (c), and (d) of this section and to section 44303.

“(2) PAYMENT FROM REVOLVING FUND.—A reimbursement under this subsection shall be paid from the revolving fund established by section 44307.

“(3) FURTHER CONDITIONS.—The Secretary may impose such further conditions on insurance for which the increase in premium is subject to reimbursement under this subsection as the Secretary may deem appropriate in the interest of air commerce.

“(4) TERMINATION OF AUTHORITY.—The authority to reimburse air carriers under this subsection shall expire 180 days after the date of enactment of this paragraph.”;

(4) in subsection (c) (as so redesignated)—

(A) in the first sentence by inserting “, or reimburse an air carrier under subsection (b) of this section,” before “only with the approval”; and

(B) in the second sentence—

(i) by inserting “or the reimbursement” before “only after deciding”; and

(ii) by inserting “in the interest of air commerce or national security or” before “to carry out the foreign policy”; and

(5) in subsection (d) (as so redesignated) by inserting “or reimbursing an air carrier” before “under this chapter”.

(b) COVERAGE.—

(1) IN GENERAL.—Section 44303 of such title is amended—

(A) in the matter preceding paragraph (1) by inserting “, or reimburse insurance costs, as” after “insurance and reinsurance”; and

(B) in paragraph (1) by inserting “in the interest of air commerce or national security or” before “to carry out the foreign policy”.

(2) DISCRETION OF THE SECRETARY.—For acts of terrorism committed on or to an air carrier during the 180-day period following the date of enactment of this Act, the Secretary of Transportation may certify that the air carrier was a victim of an act of terrorism and in the Secretary’s judgment, based on the Secretary’s analysis and conclusions regarding the facts and circumstances of each case, shall not be responsible for losses suffered by third parties (as referred to in section 205.5(b)(1) of title 14, Code of Federal Regulations) that exceed \$100,000,000, in the aggregate, for all claims by such parties arising out of such act. If the Secretary so certifies, the air carrier shall not be liable for an amount that exceeds \$100,000,000, in the aggregate, for all claims by such parties arising out of such act, and the Government shall be responsible for any liability above such amount. No punitive damages may be awarded against an air carrier (or the Government taking responsibility for an air carrier under this paragraph) under a cause of action arising out of such act.

(c) REINSURANCE.—Section 44304 of such title is amended—

(1) by striking “(a) GENERAL AUTHORITY.—” and

(2) by striking subsection (b).

(d) PREMIUMS.—Section 44306 of such title is amended—

(1) by redesignating subsections (b) and (c) as subsections (c) and (d), respectively; and

(2) by inserting after subsection (a) the following:

“(b) ALLOWANCES IN SETTING PREMIUM RATES FOR REINSURANCE.—In setting premium rates for reinsurance, the Secretary may make allowances to the insurance carrier for expenses incurred in providing services and facilities that the Secretary considers good business practices, except for payments by the air carrier for the stimulation or solicitation of insurance business.”.

(e) CONFORMING AMENDMENT.—Section 44305(b) of such title is amended by striking “44302(b)” and inserting “44302(c)”.

SEC. 202. EXTENSION OF PROVISIONS TO VENDORS, AGENTS, AND SUBCONTRACTORS OF AIR CARRIERS.

Notwithstanding any other provision of this title, the Secretary may extend any provision of chapter 443 of title 49, United States Code, as amended by this title, and the provisions of this title, to vendors, agents, and subcontractors of air carriers. For the 180-day period beginning on the date of enactment of this Act, the Secretary may extend or amend any such provisions so as to ensure that the entities referred to in the preceding sentence are not responsible in cases of acts of terrorism for losses suffered by third parties that exceed the amount of such entities’ liability coverage, as determined by the Secretary.

TITLE III—TAX PROVISIONS**SEC. 301. EXTENSION OF DUE DATE FOR EXCISE TAX DEPOSITS; TREATMENT OF LOSS COMPENSATION.**

(a) **EXTENSION OF DUE DATE FOR EXCISE TAX DEPOSITS.**—

(1) **IN GENERAL.**—In the case of an eligible air carrier, any airline-related deposit required under section 6302 of the Internal Revenue Code of 1986 to be made after September 10, 2001, and before November 15, 2001, shall be treated for purposes of such Code as timely made if such deposit is made on or before November 15, 2001. If the Secretary of the Treasury so prescribes, the preceding sentence shall be applied by substituting for “November 15, 2001” each place it appears—

(A) “January 15, 2002”, or

(B) such earlier date after November 15, 2001, as such Secretary may prescribe.

(2) **ELIGIBLE AIR CARRIER.**—For purposes of this subsection, the term “eligible air carrier” means any domestic corporation engaged in the trade or business of transporting (for hire) persons by air if such transportation is available to the general public.

(3) **AIRLINE-RELATED DEPOSIT.**—For purposes of this subsection, the term “airline-related deposit” means any deposit of—

(A) taxes imposed by subchapter C of chapter 33 of such Code (relating to transportation by air), and

(B) taxes imposed by chapters 21, 22, and 24 with respect to employees engaged in a trade or business referred to in paragraph (2).

(b) **TREATMENT OF LOSS COMPENSATION.**—Nothing in any provision of law shall be construed to exclude from gross income under the Internal Revenue Code of 1986 any compensation received under section 101(a)(2) of this Act.

TITLE IV—VICTIM COMPENSATION**SEC. 401. SHORT TITLE.**

This title may be cited as the “September 11th Victim Compensation Fund of 2001”.

SEC. 402. DEFINITIONS.

In this title, the following definitions apply:

(1) **AIR CARRIER.**—The term “air carrier” means a citizen of the United States undertaking by any means, directly or indirectly, to provide air transportation and includes employees and agents of such citizen.

(2) **AIR TRANSPORTATION.**—The term “air transportation” means foreign air transportation, interstate air transportation, or the transportation of mail by aircraft.

(3) **CLAIMANT.**—The term “claimant” means an individual filing a claim for compensation under section 405(a)(1).

(4) **COLLATERAL SOURCE.**—The term “collateral source” means all collateral sources, including life insurance, pension funds, death benefit programs, and payments by Federal, State, or local governments related to the terrorist-related aircraft crashes of September 11, 2001.

(5) **ECONOMIC LOSS.**—The term “economic loss” means any pecuniary loss resulting from harm (including the loss of earnings or other benefits related to employment, medical expense loss, replacement services loss, loss due to death, burial costs, and loss of business or employment opportunities) to the extent recovery for such loss is allowed under applicable State law.

(6) **ELIGIBLE INDIVIDUAL.**—The term “eligible individual” means an individual determined to be eligible for compensation under section 405(c).

(7) **NONECONOMIC LOSSES.**—The term “noneconomic losses” means losses for physical and emotional pain, suffering, inconvenience, physical impairment, mental anguish, disfigurement, loss of enjoyment of life, loss of society and companionship, loss of consor-

tium (other than loss of domestic service), hedonic damages, injury to reputation, and all other nonpecuniary losses of any kind or nature.

(8) **SPECIAL MASTER.**—The term “Special Master” means the Special Master appointed under section 404(a).

SEC. 403. PURPOSE.

It is the purpose of this title to provide compensation to any individual (or relatives of a deceased individual) who was physically injured or killed as a result of the terrorist-related aircraft crashes of September 11, 2001.

SEC. 404. ADMINISTRATION.

(a) **IN GENERAL.**—The Attorney General, acting through a Special Master appointed by the Attorney General, shall—

(1) administer the compensation program established under this title;

(2) promulgate all procedural and substantive rules for the administration of this title; and

(3) employ and supervise hearing officers and other administrative personnel to perform the duties of the Special Master under this title.

(b) **AUTHORIZATION OF APPROPRIATIONS.**—There are authorized to be appropriated such sums as may be necessary to pay the administrative and support costs for the Special Master in carrying out this title.

SEC. 405. DETERMINATION OF ELIGIBILITY FOR COMPENSATION.

(a) **FILING OF CLAIM.**—

(1) **IN GENERAL.**—A claimant may file a claim for compensation under this title with the Special Master. The claim shall be on the form developed under paragraph (2) and shall state the factual basis for eligibility for compensation and the amount of compensation sought.

(2) **CLAIM FORM.**—

(A) **IN GENERAL.**—The Special Master shall develop a claim form that claimants shall use when submitting claims under paragraph (1). The Special Master shall ensure that such form can be filed electronically, if determined to be practicable.

(B) **CONTENTS.**—The form developed under subparagraph (A) shall request—

(i) information from the claimant concerning the physical harm that the claimant suffered, or in the case of a claim filed on behalf of a decedent information confirming the decedent's death, as a result of the terrorist-related aircraft crashes of September 11, 2001;

(ii) information from the claimant concerning any possible economic and noneconomic losses that the claimant suffered as a result of such crashes; and

(iii) information regarding collateral sources of compensation the claimant has received or is entitled to receive as a result of such crashes.

(3) **LIMITATION.**—No claim may be filed under paragraph (1) after the date that is 2 years after the date on which regulations are promulgated under section 407.

(b) **REVIEW AND DETERMINATION.**—

(1) **REVIEW.**—The Special Master shall review a claim submitted under subsection (a) and determine—

(A) whether the claimant is an eligible individual under subsection (c);

(B) with respect to a claimant determined to be an eligible individual—

(i) the extent of the harm to the claimant, including any economic and noneconomic losses; and

(ii) the amount of compensation to which the claimant is entitled based on the harm to the claimant, the facts of the claim, and the individual circumstances of the claimant.

(2) **NEGLIGENCE.**—With respect to a claimant, the Special Master shall not consider negligence or any other theory of liability.

(3) **DETERMINATION.**—Not later than 120 days after that date on which a claim is filed under subsection (a), the Special Master shall complete a review, make a determination, and provide written notice to the claimant, with respect to the matters that were the subject of the claim under review. Such a determination shall be final and not subject to judicial review.

(4) **RIGHTS OF CLAIMANT.**—A claimant in a review under paragraph (1) shall have—

(A) the right to be represented by an attorney;

(B) the right to present evidence, including the presentation of witnesses and documents; and

(C) any other due process rights determined appropriate by the Special Master.

(5) **NO PUNITIVE DAMAGES.**—The Special Master may not include amounts for punitive damages in any compensation paid under a claim under this title.

(6) **COLLATERAL COMPENSATION.**—The Special Master shall reduce the amount of compensation determined under paragraph (1)(B)(ii) by the amount of the collateral source compensation the claimant has received or is entitled to receive as a result of the terrorist-related aircraft crashes of September 11, 2001.

(c) **ELIGIBILITY.**—

(1) **IN GENERAL.**—A claimant shall be determined to be an eligible individual for purposes of this subsection if the Special Master determines that such claimant—

(A) is an individual described in paragraph (2); and

(B) meets the requirements of paragraph (3).

(2) **INDIVIDUALS.**—A claimant is an individual described in this paragraph if the claimant is—

(A) an individual who—

(i) was present at the World Trade Center, (New York, New York), the Pentagon (Arlington, Virginia), or the site of the aircraft crash at Shanksville, Pennsylvania at the time, or in the immediate aftermath, of the terrorist-related aircraft crashes of September 11, 2001; and

(ii) suffered physical harm or death as a result of such an air crash;

(B) an individual who was a member of the flight crew or a passenger on American Airlines flight 11 or 77 or United Airlines flight 93 or 175, except that an individual identified by the Attorney General to have been a participant or conspirator in the terrorist-related aircraft crashes of September 11, 2001, or a representative of such individual shall not be eligible to receive compensation under this title; or

(C) in the case of a decedent who is an individual described in subparagraph (A) or (B), the personal representative of the decedent who files a claim on behalf of the decedent.

(3) **REQUIREMENTS.**—

(A) **SINGLE CLAIM.**—Not more than one claim may be submitted under this title by an individual or on behalf of a deceased individual.

(B) **LIMITATION ON CIVIL ACTION.**—

(i) **IN GENERAL.**—Upon the submission of a claim under this title, the claimant waives the right to file a civil action (or to be a party to an action) in any Federal or State court for damages sustained as a result of the terrorist-related aircraft crashes of September 11, 2001. The preceding sentence does not apply to a civil action to recover collateral source obligations.

(ii) **PENDING ACTIONS.**—In the case of an individual who is a party to a civil action described in clause (i), such individual may not submit a claim under this title unless such

individual withdraws from such action by the date that is 90 days after the date on which regulations are promulgated under section 407.

SEC. 406. PAYMENTS TO ELIGIBLE INDIVIDUALS.

(a) IN GENERAL.—Not later than 20 days after the date on which a determination is made by the Special Master regarding the amount of compensation due a claimant under this title, the Special Master shall authorize payment to such claimant of the amount determined with respect to the claimant.

(b) PAYMENT AUTHORITY.—This title constitutes budget authority in advance of appropriations Acts and represents the obligation of the Federal Government to provide for the payment of amounts for compensation under this title.

(c) ADDITIONAL FUNDING.—

(1) IN GENERAL.—The Attorney General is authorized to accept such amounts as may be contributed by individuals, business concerns, or other entities to carry out this title, under such terms and conditions as the Attorney General may impose.

(2) USE OF SEPARATE ACCOUNT.—In making payments under this section, amounts contained in any account containing funds provided under paragraph (1) shall be used prior to using appropriated amounts.

SEC. 407. REGULATIONS.

Not later than 90 days after the date of enactment of this Act, the Attorney General, in consultation with the Special Master, shall promulgate regulations to carry out this title, including regulations with respect to—

(1) forms to be used in submitting claims under this title;

(2) the information to be included in such forms;

(3) procedures for hearing and the presentation of evidence;

(4) procedures to assist an individual in filing and pursuing claims under this title; and

(5) other matters determined appropriate by the Attorney General.

SEC. 408. LIMITATION ON AIR CARRIER LIABILITY.

(a) IN GENERAL.—Notwithstanding any other provision of law, liability for all claims, whether for compensatory or punitive damages, arising from the terrorist-related aircraft crashes of September 11, 2001, against any air carrier shall not be in an amount greater than the limits of the liability coverage maintained by the air carrier.

(b) FEDERAL CAUSE OF ACTION.—

(1) AVAILABILITY OF ACTION.—There shall exist a Federal cause of action for damages arising out of the hijacking and subsequent crashes of American Airlines flights 11 and 77, and United Airlines flights 93 and 175, on September 11, 2001. Notwithstanding section 40120(c) of title 49, United States Code, this cause of action shall be the exclusive remedy for damages arising out of the hijacking and subsequent crashes of such flights.

(2) SUBSTANTIVE LAW.—The substantive law for decision in any such suit shall be derived from the law, including choice of law principles, of the State in which the crash occurred unless such law is inconsistent with or preempted by Federal law.

(3) JURISDICTION.—The United States District Court for the Southern District of New York shall have original and exclusive jurisdiction over all actions brought for any claim (including any claim for loss of property, personal injury, or death) resulting from or relating to the terrorist-related aircraft crashes of September 11, 2001.

(c) EXCLUSION.—Nothing in this section shall in any way limit any liability of any person who is a knowing participant in any conspiracy to hijack any aircraft or commit any terrorist act.

SEC. 409. RIGHT OF SUBROGATION.

The United States shall have the right of subrogation with respect to any claim paid by the United States under this title.

TITLE V—AIR TRANSPORTATION SAFETY

SEC. 501. INCREASED AIR TRANSPORTATION SAFETY.

Congress affirms the President's decision to spend \$3,000,000,000 on airline safety and security in conjunction with this Act in order to restore public confidence in the airline industry.

SEC. 502. CONGRESSIONAL COMMITMENT.

Congress is committed to act expeditiously, in consultation with the Secretary of Transportation, to strengthen airport security and take further measures to enhance the security of air travel.

TITLE VI—SEPARABILITY

SEC. 601. SEPARABILITY.

If any provision of this Act (including any amendment made by this Act) or the application thereof to any person or circumstance is held invalid, the remainder of this Act (including any amendment made by this Act) and the application thereof to other persons or circumstances shall not be affected thereby.

The SPEAKER pro tempore. Pursuant to House Resolution 244, the gentleman from Alaska (Mr. YOUNG) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 30 minutes.

The Chair recognizes the gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

(Mr. YOUNG of Alaska asked and was given permission to revise and extend his remarks.)

Mr. YOUNG of Alaska. Mr. Speaker, I have listened with great interest to the debate on this legislation tonight. I commend those that brought up points that are not in this bill. But as I heard the Speaker say and the minority leader speak, this is just the beginning. I know there are those of you who wanted more in this bill, and I understand that and I would like to have had more in this bill, but I believe this is the best way we can do the job and get this problem solved tonight.

The gentleman from Minnesota (Mr. OBERSTAR) and I last week introduced a bill about this time on Friday night, and it was objected to, and we are here tonight.

But if we do not do this, as I said then and I will say now, this airline industry is in serious trouble. We will have an opportunity to bring up a bill on security with the gentleman from Florida (Mr. MICA) who is already working on it. That will happen next week if everything goes all right, although it is a shortened week. We will have an opportunity to think about those workers that lost those jobs. But may I remind you, as it has been said today, that if we do not do anything, there will not be any jobs to come back to.

The security issue is one that has been talked about and thought about, discussed for many, many years. And now I think we are awakened and we shall take care of that.

Mr. Speaker, I will suggest that if we do not do this legislation tonight, the workers you are trying to protect, and which I am trying to protect, will have nowhere to go. This is just the beginning of a series of packages we hope that will come to the floor. I will do everything in my jurisdiction.

May I remind my colleagues, one of the problems we had in this legislation is we had different committees that had other jurisdictional problems than what we are trying to do. I kept saying, "If you don't want us to do it, you do it." Yet we had to step up, the gentleman from Minnesota (Mr. OBERSTAR) and myself and the leadership of this House, to say we are going to do this and we did that.

We also had another effect. We had the other body. Working with the other body is sometimes a very tedious process. What we have here tonight is not perfect, but it will do the job. We will have an airline industry. We will protect the workers. We do have the liability provision in it. And this money is not going to be a bailout. It is going to make sure that this airline industry survives.

Mr. Speaker, may I suggest, and I hope all Members will consider voting "yes" on this legislation for the benefit of this country.

Mr. Speaker, we bring to the floor tonight a bill that will address the threat to the continued stability and viability of our U.S. air transportation system. It is the first critical step toward addressing the financial burdens that last week's terrorist attacks put on our transportation and related industries and their employees.

The terrorists who attacked our country last week, were trying to destroy our way of life and our economy—we will not let them do that.

They have murdered thousands of innocent people, destroyed billions of dollars in property and have dealt a terrible blow to an air transportation system that is vital to the economic health of our country.

On September 11, 2001, the FAA grounded every airplane in this country within a two-hour period. This was necessary for the safety and protection of our country and of our people.

I want to commend the FAA and the air traffic controllers for their quick response and decisive action. I also want to commend the aviation industry for their cooperation and willingness to put the safety of others first.

Unfortunately, we are not facing a serious crisis in our air transportation system. The reductions in schedules and flights have started and layoffs are being implemented.

The capital markets are not coming to the aid of most of the airlines. We are seeing the ripple effect in our economy as layoffs occur in other related industries. Our economy is at risk. Our national security is also at risk.

Last week, my colleague, JIM OBERSTAR and I introduced H.R. 2891 to keep our U.S. air transportation system viable in the short term. Unfortunately, the House did not pass the bill last Friday when it had the chance. Since that time, we have conducted a hearing to document the needs and to fine-tune the bill. The bill before us today reflects much information that has been brought to light.

Mr. Speaker, today's bill is not the end. In the coming weeks we intend to address other issues, including aviation security and the economic impacts on other affected businesses and their employees.

H.R. 2926 authorizes the President to provide direct compensation and loan guarantees to the air carriers.

This assistance is intended as a short term, emergency response to keep the air transportation system operating for the benefit of the American people.

We will soon take further action to address the vitally important issue of aviation security. However, the bill now before us includes a congressional affirmation of the President's authority to use the emergency supplemental appropriations. The bill's language on using \$3 billion of such funds sends a strong message of our resolve. These funds should be used to beef up the sky marshal program, to address other modes of transportation such as port security, and for other activities that have an immediate impact.

The critical task before us is getting the airlines back to health so that all communities, large and small, can continue to receive air service. However, we also address the specific needs of small communities. The bill includes strong support for continuing air service to small communities. Authority and high priority is given to assuring that service to small communities does not suffer. In addition, we increase the authority for the "essential air services" program to \$120 million.

The bill also is responsive to air carriers' requirement for insurance during times of war. We modified the so-called "war risk" program to make it more flexible, such as making it applicable to domestic flights as well as international flights.

The bill is also very responsive to victims of terrorist attacks, whether those victims are on the aircraft or on the ground.

I know many of us are concerned about financial losses sustained by other businesses. However, I urge you to focus on the issue of how best to ensure the continued operation of our air transportation system. By assuring the survival of the air carriers, other related industries, and their employees, will gain a measure of economic stability.

We conducted hearings today and will conduct another next Tuesday to continue the evaluation of airline security issues and other economic issues. I want to assure members of this body that we will take necessary steps to address those matters.

The current crisis requires this bill to become law as quickly as possible to protect the well being of all Americans by preserving a functioning air transportation system.

I urge the Members of this chamber to fully support the effort to pass this legislation overwhelmingly.

Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield myself 30 seconds.

We are gathered here tonight because of one cataclysmic day in the storied history of aviation. Not to rescue an industry from its mistakes but to restore an industry because it was attacked as a symbol of American democracy, of our freedom, and of our great, strong economy. We are here to put back on its feet an industry that

represents 10 percent of our \$7 trillion gross domestic product, a \$700 billion sector of our economy, one without which all the rest of our economy fails.

Mr. Speaker, I express my great appreciation for the chair of our committee, the gentleman from Alaska, for the work that we have done together to bring this bill here, and to the Speaker, as the Democratic leader said a minute ago, who was so gracious and firm and showed real leadership.

Mr. Speaker, I yield such time as he may consume to the gentleman from Missouri (Mr. GEPHARDT), the Democratic leader who has been a tower of strength on our side.

□ 2100

Mr. GEPHARDT. Mr. Speaker, this has been a very difficult process of putting this bill together. A lot of people, I assume, out in the public are asking why are we doing this for the airlines; there are a lot of other industries that have been affected.

I urge us all to understand that airlines were affected uniquely in this tragedy. Four planes were used as missiles of mass destruction; and because of that, the government of the United States ordered 2,200 planes that were in the air at the time to get on the ground as fast as they could, wherever they were, and that happened in about 2 hours.

When that happened and it persisted for the days after, the heart of our economy was affected. Air transportation affects everything that we do in our society. It affects every business and every enterprise and every activity. So a dagger was put into the heart of our economy as planes were put into these buildings.

So on this, because it is a national emergency, and what we acted on last week, we have tried to act with unity and together, as we should, as we must, as people expect us to. But I keep getting asked by people in the media and the press, how long will this bipartisanship last? And the truth is, I do not know the answer.

Then, I am always happy to tell them something that I think a lot of our citizens and maybe even we tend to forget. We are here to disagree. That is what we do. We do that because we each represent a half a million people who all disagree most of the time. If we were not here expressing their heartfelt views, democracy would not work and we would not be doing our job. Disagreement is normal and healthy in our great, vibrant democracy. If we were agreeing all the time the way we are tonight, that would be abnormal and, in the long run, unhealthy.

Tonight, in my humble opinion, agreeing and acting to save this industry and keep it going forward is in the highest and best interest of all the people of our country.

There are good things in this bill, and I want the Members to know that it is not an airline bill. It is a bill to keep these airlines going. They are op-

erating tonight at about 30 percent of the capacity that they had the day before this event happened. So this is a bill to not only shore up the airlines, it is to help the baggage people keep their job and have a job in the next days and weeks hopefully. It helps the ticket attendants. It helps the flight attendants. It helps the pilots. It helps the hotel employees who are hoping that people will come back to hotels and the food service and all of the people who have been so deeply affected by this disaster.

It is also not the bill that I wanted. It has some glaring omissions from my viewpoint, because while we are still trying to keep the people that are working working, we have about 100,000 or more people tonight who are not working, who have been laid off and are unemployed unexpectedly.

So they are asking us, I think, tonight and when we go home they will ask us, how can I get unemployment comp if they do not qualify for it? Some of these folks do not. And further than that, how can I keep my health care going? How can I protect my family? We need to consider that and how we are going to get them trained to take other jobs if this, God forbid, persists.

So we are learning tonight, in many ways, that bipartisanship is hard. You cannot get everything you want. You never do. I guess we have kind of gotten out of understanding what that means. It is kind of maybe the way we have operated over the long period of time. Bipartisanship means you get some things you really want and you give up some things that you really want.

Finally, let me talk to my colleagues for a moment about what has happened in this horror to our American family. Our American people have been so violated by what happened on September 11, it has affected all of us. The stories of the cell phone calls, the stories that New York Members told me this afternoon of talking to their constituents, calling a young man to say that you got your West Point appointment and the young man saying my father is dead and that is the one thing in his life he wanted to hear. The stories go on and on and they hurt. They make us cry. I find myself crying at least two or three times a day, and you do, too.

We have been so damaged by this, so violated, and we want answers. I think of my own kids, how would I feel if one of them had been killed or my wife, imagine the grief and the sadness; and we all want to find somebody to blame.

One of the things that worries me the most and that I think about every day, we cannot just lay this on the CIA or the FBI or somebody else. We all failed. The prime responsibility of government is to keep our people safe, and we failed the other day. Not by motive and design. We failed as a people, and we are going to do better.

We are going to make our planes safe. We are going to make our country

safer. We are going to have homeland defense. We are going to do better than we did, and this bill that caps the airline liability, and this is something we fought for last night, does not cap the damages that these families who have lost so much can possibly get.

I hope tonight and in the days ahead, in the face of this unspeakable hatred and evil, we, together with the American people, will demonstrate love and compassion and tolerance in everything that we do and say as we fight against this evil. At this time of incredible pain, we must be at our best, so that the army of terrorists and evil never, ever gains one more recruit. That is our mission, that is our responsibility, and we will prevail.

Mr. YOUNG of Alaska. Mr. Speaker, I yield such time as he may consume to the gentleman from Ohio (Mr. OXLEY), the chairman of the Committee on Financial Services, to engage in a colloquy.

Mr. OXLEY. Mr. Speaker, I rise to engage the gentleman from Alaska (Mr. YOUNG), the chairman of the Committee on Transportation and Infrastructure, in a colloquy.

Mr. Speaker, I would like to applaud the gentleman for the legal protections in the bill to get our airlines back in the air. But I wanted to clarify that these protections are intended to limit liability to reasonable levels and not in any way allow their transfer to another deep pocket party.

Is this the gentleman's understanding?

Mr. YOUNG of Alaska. Mr. Speaker, will the gentleman yield?

Mr. OXLEY. I yield to the gentleman from Alaska.

Mr. YOUNG of Alaska. Mr. Speaker, that is my understanding.

Mr. OXLEY. Mr. Speaker, reclaiming my time, this bill also provides critical stopgap insurance assistance for the airlines. Is it the gentleman's understanding that any assistance by the Secretary of Transportation is intended to be short term and focused on addressing the uncertainty about further losses from an act of terrorism or war, and that it is not intended to displace the private sector market or be a long-term general insurance program?

Mr. YOUNG of Alaska. Mr. Speaker, if the gentleman will yield further, the gentleman from Ohio is correct on both accounts.

Mr. OXLEY. Mr. Speaker, also I am concerned about the thousands of passengers who have advance-purchased airline tickets on flights that have been canceled or rescheduled as a result of the tragic events on September 11, 2001. Airline passengers must not be left stranded when flights are canceled. This is why I support the inclusion of language in this legislation that would require airlines to honor tickets issued by other airlines to the extent practicable. The language I support would also direct airlines to make passengers whole for the price of tickets on flights that are canceled or rescheduled.

I appreciate the gentleman's commitment to work with me and other concerned Members in the next few weeks to address this problem with legislation, if necessary. In the meantime, I trust the Federal agencies will do everything possible to make sure that passengers get their refunds they are entitled to or the alternative flights they need.

I thank the gentleman profusely.

Mr. YOUNG of Alaska. Mr. Speaker, if the gentleman will continue to yield, I can assure the gentleman that we will look into that. We will also contact the airlines and make sure they try to do this voluntarily. If they do not, we will make them do it in future legislation.

Mr. OBERSTAR. Mr. Speaker, I yield such time as he may consume to the gentleman from Washington (Mr. McDERMOTT).

(Mr. McDERMOTT asked and was given permission to revise and extend his remarks.)

Mr. McDERMOTT. Mr. Speaker, I rise against the bill.

Mr. Speaker, today, Congress blew an ideal opportunity to continue the bipartisan unity it had so nobly demonstrated during the past ten days. This bill could have provided critical aid to an industry in deep financial crisis as well as to their laid-off workers. Instead, Congress is handing airline executives golden parachutes while over 90,000 American workers—to date—are left without so much as a safety net!

Congress may have blown an opportunity but the Republicans have demonstrated their opportunistic aims. They neatly wrapped this one-sided bill in a patriotic package, enveloped not by the American flag mind you, but with the American Airlines logo. There is no question that the airlines desperately need this bailout, but why should the government shoulder the brunt of the responsibility—to resuscitate an industry that has shown its true colors—how they feel about unemployment insurance, job training, health benefits for their displaced workforce and safety. Does anyone here seriously believe that the American public will seriously consider returning to the airways when they can't really be sure that these planes are safe or even properly maintained. There isn't any money in this bill that ensures the future safety of our citizens. After all, isn't this an industry that resists government regulation and abhors collective bargaining agreements. And now they are asking us to bail them out!

I cannot, in good conscience, vote in support of legislation that doesn't include a package of worker relief benefits. It's time our leadership got their priorities straight. They should have brought a more responsible bill to the floor for our consideration and not wasted this body's precious time.

Mr. OBERSTAR. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Hawaii.

(Mrs. MINK of Hawaii asked and was given permission to revise and extend her remarks.)

Mrs. MINK of Hawaii. Mr. Speaker, I rise today with grave concerns about this bill before the House today. We did not see this bill until just before it was brought to the floor for consideration. This bill falls far short of what the air travel industry as a whole requires.

People are not flying. Workers are being laid off at alarming rates. In Hawaii, the beaches are empty and our State economy is in a state of emergency.

Mr. Speaker, people will not fly until they feel safe. We can throw as much money as we want at the airlines to cover their losses, but the bottom line is that they will continue to lose money until public confidence in security is regained. There is not a single mention about security in this bill, except reference to a previously enacted relief bill Congress passed last week which gave the President authority to do what he wants.

America's confidence has been shattered with the growing array of evidence that we have failed to adequately protect the flying public from hijackers. Until we fix the problem, people will not get back into airplanes. The federal government must assume control of the airline passenger security. All safety personnel must be federal employees with training and adequate wages. Trained, armed marshals must be on board at all aircraft. Cockpit doors must be reconfigured to be secure and of solid construction. The cockpit must also have a camera view of the cabin area. All ground crews, baggage handlers, and all people with access to the cabin must be security-cleared before hire.

I am committed to ensuring that the airlines function in the aftermath of the terrorist attack, but this is not the time to only pass a bill to bailout airlines whose financial problems are long term and predate September 11, 2001. The airline industry's problems existed well before the tragic events of September 11th. The federal government's role should be to get people to fly again; not just to bail out the airline industry.

This bill before us fails to take into account the workers who are being laid off nationwide at staggering rates. These people deserve protection. They should all be immediately eligible for 100% unemployment compensation. Their health care plans should be extended for themselves and their family. If we are going to take care of the airlines, we must also take care of the workers who have been laid off by the airlines because of this national crisis.

This bill needs to mention the federalization of airline passenger security. Public confidence must be restored if the air industry is to recover. There must be a provision that states the federal government will give immediate and full unemployment compensation to laid off workers for a full year. If the airline executives are to have their compensation protected, so should all the airline employees who have been laid off. We must act quickly and deliberately to restore the public's trust and get people back into skies.

Mr. OBERSTAR. Mr. Speaker, I yield 5 minutes to the gentleman from Illinois (Mr. LIPINSKI), the distinguished ranking member of the Subcommittee on Aviation, who has been a strong and supportive partner throughout this difficult process.

(Mr. LIPINSKI asked and was given permission to revise and extend his remarks.)

Mr. LIPINSKI. Mr. Speaker, first of all I want to thank the gentleman from Illinois (Speaker HASTERT); our leader, the gentleman from Missouri (Mr. GEPHARDT); the gentleman from Alaska (Mr. YOUNG); and the ranking member,

the gentleman from Minnesota (Mr. OBERSTAR), for their leadership and co-operation in putting this legislation together. I know that they have done the best that they possibly could; but, unfortunately, I feel very strongly that I have to rise in opposition to this bill.

As ranking member of the Subcommittee on Aviation, I know how important the aviation industry is to the economy of this Nation. I do not want to see the planes stop flying. But let me tell Members, we do not have to pass this legislation tonight. The real deadline is this coming Wednesday, because Wednesday is the day when the airlines lose their insurance. So we could work on this bill Saturday, Sunday, Monday, Tuesday, and even Wednesday, to improve it and take care of many of the concerns that people have, and the planes will keep flying at least until then.

Now, the first way to improve this bill is by improving security. I do not care how much money one gives to the air carriers. I do not care how solvent one makes them. Unless we can get passengers back into those planes, they are not going to be making any money, and the best way to get people back into the planes is by proving to them that the planes are safe and secure.

So what we should be doing in this legislation is passing some dramatic safety improvements. We should be passing things such as making the cockpit impregnable; we should be passing the federalizing of the screeners; we should be passing not only an authorization, but an appropriation to pay for 1,200 sky marshals.

□ 2115

Nothing will deter terrorists more than sky marshals.

We also should be restricting carry-on luggage to one piece, thereby reducing by 50 percent what a screener has to watch. If we did something dramatic such as that, we would restore confidence in the minds of the American traveling public, and they would get back on these planes.

We could also take care of the 100,000 workers who have already lost their jobs in the aviation industry. We could be getting them extended unemployment compensation; we could be getting them health care; we could be doing retraining for them; but no, unfortunately, we are rushing this bill through tonight.

It is a shame; it is a mistake. I just hope and pray that the promises that have been made for the future in regards to safety, in regards to workers come to pass.

In closing, I would like to clear up one point that has been made on this floor on numerous occasions. It has been stated that there is a \$300,000 cap on executives in the airline industry. That is totally incorrect. What it states in the bill is that anyone making over \$300,000 cannot make anymore in 2001, in 2002 than they made in the year 2000. So if they made \$10 million,

\$15 million, \$20 million, they can still make that amount of money in 2001 and in 2002. That only applies to people who take the low money, not people who get to direct \$5 billion in cash.

So I say to all my colleagues, we have time, if we really want a bill that takes care of all Americans and not only the aircraft CEOs and the air carriers, vote against this bill. We can pass a better bill by Wednesday.

Mr. YOUNG of Alaska. Mr. Speaker, I yield such time as he may consume to the gentleman from North Carolina (Mr. HAYES) for the purposes of a colloquy.

Mr. HAYES. Mr. Speaker, I rise to enter into a colloquy with the gentleman from Alaska on this bill and the future of general aviation.

Let me thank the chairman and ranking member, first of all, for the work they have done on this important piece of legislation. The country's air carriers are not only a vital part of our transportation infrastructure, but they are of great importance to our national security. However, they are not the only part of the aviation industry that find themselves in dire straits following last week's horrible attacks in New York and Washington. Many of those in general aviation suffer as well. For example, some 3,500 flight schools will have lost up to \$245 million in revenue by this coming Tuesday due to the continued ban on VFR training.

Mr. Speaker, while I believe it is important to address the problems facing our air carriers, does the chairman of the committee also intend to address the financial difficulties of other components of general aviation in the near future?

Mr. YOUNG of Alaska. Mr. Speaker, will the gentleman yield?

Mr. HAYES. I yield to the gentleman from Alaska.

Mr. YOUNG of Alaska. Mr. Speaker, I thank the gentleman from North Carolina for yielding.

General aviation is of vital importance to our Nation's economy. In my home State of Alaska, general aviation aircraft are the only pipeline bringing supplies to those living in remote areas, and we are experiencing our small communities. We are experiencing a shortage of pilots to fly those, and a failure of the flight school industry will cause severe economic hardship to not only those in Alaska, but to those living in remote areas of the U.S. Therefore, it is my intention to present to this body by next week a bill, if possible, that will provide real economic relief to those in need.

Mr. OBERSTAR. Mr. Speaker, will the gentleman yield?

Mr. HAYES. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman for yielding. I share the views of the chairman. General aviation is a major sector of our economy. There are some 345,000 general aviation pilots. I have written the National Security Advisor, Condoleezza

Rice, urging her to lift the restrictions on VFR flights and boundaries of Class Bravo airspace and for flight school operations anywhere in the country.

For these and many other reasons, I join the chairman and will work with him to develop a relief package for those sectors of the aviation industry not subject to the provisions of this bill.

Mr. YOUNG of Alaska. Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from New Jersey (Mr. PASCRELL).

Mr. PASCRELL. Mr. Speaker, I rise in support of this legislation, because I am voting "yes" for the 1.1 million workers still employed. If we do not do this tonight, that 1.1 million workers is going to be reduced accordingly. We cannot let them down. We will be back next week to do our job for those who are going to be laid off or have been laid off. With that, we will make another great step for America tonight. This can be a good vote; let us make it a positive vote. Let us walk out of this Chamber together.

Mr. Speaker, I rise in support of this legislation, but urge my colleagues to remember that this is just a part of what we must do.

It is clear that without some short-term assistance, our aviation industry will not survive the impact of last week's disastrous attacks on our country. And as a critical part of our nation's economy, we must act and act quickly. I'm voting for the workers still working.

The \$5 billion in direct aid is extremely important to keep the airlines afloat, and importantly, this is NOT a blank check.

We cannot and will not bail out the airlines for \$3 billion in losses they would have sustained without the tragic events of September 11th. The safeguards are here to insure that.

Even more critical in this bill is the \$10 billion dollars in loan guarantees, so airlines such as Continental—so critical to my region—can access much needed capital and establish lines of credit.

We are not only talking about the thousands of Continental jobs in New Jersey. Keeping Continental solvent will ensure the economy of New Jersey remains stable and is able to function.

Pharmaceuticals, Port Newark, small businesses such as the limousine industry—these businesses count on the airlines to do their daily business.

However, this package only took 10 days to come to the floor, and my major worry is that we are only finding a remedy to half of the problem.

This bill does nothing to address security measures, assistance for laid off employees, and health benefits for families.

I expect that we will be as vigilant on these critical issues as we were on this aid package.

In 10 days, if not sooner, I want to be back here on this Floor considering a bill that will make my constituents feel safe in the air.

Congress must take action. As I am hearing from my constituents, the security precautions must be in place before we can rebuild public confidence in the system.

We are talking about using air marshals on domestic flights, installing secure cockpit doors, and even federalization of airport security screening run by the Justice Department.

Economic stability must go hand in hand with security.

I thank the leadership of the Transportation Committee for their hard work on this important measure.

We need to ensure we are back on the floor soon to deal with security measures dealing with all airports, both large and small.

We need to ensure we are back on the floor soon to provide assistance to the tens of thousands of workers out of a job, and tens of thousands of families without a source of income.

Only then can we ensure that the airlines will be on their way back to stability.

Mr. YOUNG of Alaska. Mr. Speaker, I yield such time as he may consume to the gentleman from Kansas (Mr. TIAHRT) for the purposes of a colloquy.

Mr. TIAHRT. Mr. Speaker, our Nation faces a crisis; and today we are acting with appropriate speed in dealing with that crisis. But in doing so, we want to be sure that we are dealing with the entire air transportation infrastructure. A major objective of this bill should be to mitigate job loss within the air transportation industry and, therefore, preserve the infrastructure of this crucial element of our economy.

Many sectors of the air transportation industry would be subject to economic dislocation and potential bankruptcy if they were exposed to unlimited liability for the terrorist-related aircraft crashes of September 11. This is not a problem for just the traditional air carriers. This is a problem for the entire industry. For this reason, we provided for an expanded definition of air carriers in section 402 of the bill. That would also apply to section 408.

I wish to make it clear that it is my understanding that this expanded definition encompasses air transportation elements such as aircraft manufacturers and aircraft components and parts manufacturers. Mr. Speaker, is that the chairman's understanding also?

Mr. YOUNG of Alaska. Mr. Speaker, will the gentleman yield?

Mr. TIAHRT. I yield to the gentleman from Alaska.

Mr. YOUNG of Alaska. Mr. Speaker, in response to my colleague from Kansas, I too am greatly concerned about this issue of potential unlimited liability for the air transport industry. It is always my intent to ensure adequate liability and protection for all transport elements such as aircraft manufacturers and manufacturers of aircraft components and parts. I had hoped we could have this specifically addressed in this bill. However, I too agree that the definition of "air carrier" in section 402 should include those elements of air transportation.

Mr. TIAHRT. Mr. Speaker, I thank the chairman. We cannot afford to risk irreparable harm to the air transportation industry, and subsequent economic impacts and job loss, by exposing the industry to the spectre of unlimited liability for a terrorist attack. I thank the chairman for his help in clarifying this important issue.

Mr. YOUNG of Alaska. Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON).

(Ms. EDDIE BERNICE JOHNSON of Texas asked and was given permission to revise and extend her remarks.)

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, my 2 minutes has been reduced to 30 seconds, so I will turn in my remarks. Two wrongs simply do not make a right. I share Dallas/Fort Worth airport with the gentleman from Texas (Mr. BARTON), and I have three other airports. I know how many people were laid off, but that will be fourfold or more if we do not support the airlines tonight. It is for that reason that I rise in support of this bill, and I have been working to make sure that we come up with the other bill to support those persons who have already lost their jobs.

Mr. Speaker, although I have some misgivings regarding what has not been included in the bill, I rise in support of H.R. 2926 and urge its passage by the House.

In the aftermath of the terrorist attacks on the World Trade Center and the Pentagon, air carriers have reported sustaining nearly \$1 billion in losses as a direct result of the Federal Government's order that flights be grounded. While service has been restored, passengers are still reluctant to fly. As a result, the airlines will certainly suffer further losses from reduced demand. On Monday, the financial markets responded predictably to this environment—the airlines lost about 40% of their market capitalization on that day alone, and Morgan Stanley wrote to the Treasury Secretary that the airline industry would not have access to private capital markets unless the Federal Government intervened.

H.R. 2926 is the intervention that the airlines need to stabilize their financial situation and to help them weather this crisis. Unless we act to pass H.R. 2926, some carriers face the very real possibility of bankruptcy. We cannot let that happen. The airline industry is an indispensable sector of the American economy, touching upon 10% of our gross domestic product. Without aviation, other important sectors such as aircraft manufacturing, hospitality, tourism, and countless others cannot function efficiently.

We already see a glimpse here in the Washington, DC metropolitan area how bankruptcies in the airline industry will affect businesses and communities. Washington National Airport has still not been given clearance to resume operations. As a result, the airport and other businesses dependent on passenger flows have laid off thousands of workers, and small businesses like restaurants and newsstands who cater to passengers are idle and losing money. Unemployment lines in this area are overflowing. We must act to pass H.R. 2926 to prevent this situation from being replicated in cities across the country. Despite the tax rebates, which my Democratic colleagues devised and which I supported, the nation is already teetering on the brink of a recession. If we do not act to stabilize our airlines, we risk plunging the country into a full-scale depression and massive unemployment.

Indeed, I am most concerned about the individuals who work in the airline industry and

their families. They include the 140,000 employees of American Airlines, whose headquarters and major hub operations are located at DFW International Airport in my district. I am also concerned about the 40,000 people who work at the airport and whose jobs depend on American's survival. Two days ago, American announced that they would have to lay off 20,000 of its workers, and I know what kind of hardship they must be going through right now.

I have heard some of my colleagues object to this bill because it does not contain language to provide relief to displaced workers. I too want to ensure that workers have enough money to pay their rent and mortgages, to buy food and clothes for their kids, and to keep their health benefits while they are unemployed. I understand that Majority Leader DASCHLE has promised to call up legislation regarding displaced airline employees in the Senate next week, and I intend to make sure that this legislation also passes the House. I also intend to work with my colleagues on legislation to restore the public's confidence in airport and aircraft security because airlines' long-term survival depends on their having paying passengers.

In the meantime, we must deal with the impending crisis. The employees of American and DFW Airport have flooded my phone lines in my district office with a loud and clear message—Congress' number 1 priority in this area is to pass legislation to help American Airlines ride out this storm. They, in their collective wisdom, know what's at stake. We have some time and leeway to help displaced workers, but unless we act now to help the airlines avert bankruptcy, they might not have jobs to return to.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentleman from Florida (Mr. MICA), who is conducting hearings as of today and will have a bill on security, as I assured everybody else in this body, our outstanding subcommittee Chairman.

Mr. MICA. Mr. Speaker, this is an extraordinary piece of legislation, and it is an extraordinary piece of legislation for an extraordinary time. Never before in the history of American aviation have we faced such a disaster as we now face. We cannot wait. We lost over 100,000 jobs since Tuesday, September 11. By next week, we will lose that many jobs again. This disaster is having a ripple effect across this Nation. There is not a community across this country that has not been touched by the devastation. If we do not act tonight and take this first step in trying to put our economy and our transportation system together, I am telling my colleagues that the results will be disastrous.

Everything is not in this bill. The bill is not like the gentleman from Alaska would like to have it, it is not like the gentleman from Minnesota (Mr. OBERSTAR) would like to have it; but the minority leader came before us and pleaded so eloquently, pass this legislation. The other body passed it with one dissenting vote.

So I plead with my colleagues: America is waiting. The people that we care about, those that we have compassion

about tonight, we are going to take care of tonight, we are going to take care of Monday night, next week, next month; and we will be here next year because the people elected us here to do this job. So I plead with my colleagues, I beg my colleagues, do not delay. We cannot afford it. The Nation cannot afford it.

Mr. OBERSTAR. Mr. Speaker, I am happy to yield 30 seconds to the gentlewoman from Nevada (Ms. BERKLEY).

Ms. BERKLEY. Mr. Speaker, before September 11, Las Vegas had one of the strongest economies in the country. Now it is among the worst, and thousands of people are being laid off and losing their jobs. In Nevada, our economy, our businesses, our jobs, our families, rely on the tourism industry. People in my district know that if the airplanes are not flying and people are not coming to Las Vegas, there is not going to be a Las Vegas.

Last year, 38 million people came to southern Nevada; approximately 46 percent arrived by air. Tourism is the lifeblood of my district, and the airline industry is a lifeline to my district. I know this is not a perfect bill; but, Mr. Speaker, this is an emergency. I need to protect the jobs in my district and the people in my district. I strongly urge all of my colleagues to vote for this bill.

Mr. Speaker, when I went home this weekend, I spoke to the people who live and work in my district. They are very worried about what has happened to our country, and they are very worried about what is going to happen to Las Vegas.

Before September 11th, Las Vegas had one of the strongest economies in the country. Now, it is among the worst and thousands of people are being laid off and may be losing their jobs.

Our economy, our businesses, our jobs, our families rely on the tourism industry. People in my district know that if airplanes are not flying and people are not coming to Las Vegas, there won't be a Las Vegas.

Last year, 38 million people came to Southern Nevada—approximately 46 percent arrived by air. Tourism is the lifeblood of my district. The airline industry is the lifeline to my district.

Last week, 240 conventions were canceled. The city's hotel occupancy rates have fallen from 100% to approximately 40% and the hotels are losing millions of dollars every day. Without the airlines flying visitors to Las Vegas, Las Vegas will soon be a ghosttown.

I know that this is not a perfect bill. We still need to immediately improve safety in the air, help the airline workers who have lost their jobs and provide incentives to get people flying again.

But Mr. Speaker, this is an emergency. I need to protect jobs in my district. I must protect the people in my district. I strongly urge all of my colleagues to vote for this bill.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentlewoman from Washington (Ms. DUNN), who has been deeply affected by this act of terrorism.

Ms. DUNN. Mr. Speaker, I thank the gentleman for yielding time.

There is no question that the Government's decision to ground aircraft on

September 11 was brilliant. It was the correct choice. The quick actions of the President, the Secretary of Transportation saved countless lives.

When the President spoke in this Chamber last night he said, "We will come together to take active steps that strengthen America's economy and put our people back to work." He was talking about the airline industry and all our Nation's workers who are affected by this crisis.

But I am particularly concerned about how the impending Boeing layoffs will affect the 25,000 Boeing employees I represent here on the floor of the House tonight.

Mr. Speaker, as the Speaker has said, we will address the various needs of our workers in next year's legislation. That has been his commitment. He is talking about the health care needs and the insurance needs and the job training needs, all of which we take very seriously and we are putting serious work into right now.

The first step toward addressing the stability of our economy is to stabilize the airline industry. It is critical that Congress act now, tonight, to ensure the solvency of our Nation's airlines, because doing so will protect the livelihoods of every American who relies on a vibrant air transport system.

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Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from Iowa (Mr. BOSWELL), a distinguished member of our committee.

(Mr. BOSWELL asked and was given permission to revise and extend his remarks.)

Mr. BOSWELL. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I hold accountable, and I believe that the leaders will bring the other bill about the workers next week. After hearings this week, hours and hours of hearings that we spent together, our committee, I know our aviation industry is literally on the brink of collapse and liquidation. The need for government assistance cannot be overstated. A failure to act tonight would be like throwing an anvil to a drowning person.

The airlines have had their lines of credit cut off, their assets devalued, and their insurance canceled. A catastrophe is staring them in the face. We are faced with the worst crisis ever to confront our aviation industry. We must provide a helping hand. I urge Members' support.

Mr. Speaker, as a member of the Aviation Subcommittee, I rise in strong support of the Airline Stabilization Act. If I was the sole author of this legislation, I would have written it differently. Because this is a collaborative body, we must come together and reach a consensus in what is known as the legislative process. Our respective congressional leaders, after consultation with members of Congress, industry leaders, labor representatives, financial analysts, and government officials, have written the bill we have under consideration. I believe it merits our support.

After 2 days of hearings this week, I have a very clear picture of our Nation's aviation industry. The industry is literally on the brink of collapse and liquidation. The need for immediate governmental assistance cannot be overstated. A failure to act tonight would be like throwing an anvil to a drowning person. The airlines have had their lines of credit cutoff, their assets devalued, and their insurance canceled. A catastrophe isn't around the corner, but it is staring them in the face.

We are faced with the greatest crisis ever to confront our aviation industry. We must provide a helping hand to them to ensure we will still have an industry next week. I am very concerned about the thousands of employees who are employed in the aviation industry and the thousands who have been or will soon be laid off. This economic devastation will cause great harm to many families across our Nation. We must promptly address their economic catastrophe next week, and also provide assistance to those who are facing job loss because of their association with the aviation industry. I challenge our leaders who brought forth this legislation tonight, to bring similar legislation to help our workers next week.

Please, let us act promptly and approve this very important and necessary legislation.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. BARTON).

(Mr. BARTON of Texas asked and was given permission to revise and extend his remarks.)

Mr. BARTON of Texas. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, my office has been besieged by literally thousands of phone calls from workers at D-FW Airport. They have not identified themselves as Republicans or Democrats or union members or nonunion members, and in almost every case, they said, I am a flight attendant, I am a baggage-check-in person, I am a maintenance worker, and I need help.

This is the chance for us to help. This is not a perfect bill, but it is excellent, an excellent first start. All these people that have been calling my congressional office, and D-FW is 10 miles from my office, they are not asking about an unemployment package or a liability package. Do Members know what they are asking about? "Help protect my job," J-O-B. That is the best unemployment package we can do.

As has already been pointed out, we have laid off over 100,000 airline workers in the last week. We know how inconvenienced we are as a Congress because Reagan National is closed. What happens if Atlanta closes, LAX, closes, O'Hare closes, Boston closes, LaGuardia closes? There is the very real possibility, if we do not pass this package tonight, in the next month we may see some of that start to happen.

I would beg every Member of this body, let us do what the other body has done: Let us pass this with almost no "no" votes, or perhaps even 435 to zero. Let us help the airline industry now so they can help the economy and keep

these jobs growing, and keep our economy growing. I would urge a yes vote on this bill.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the distinguished gentleman from Maryland (Mr. CUMMINGS), a member of our committee.

Mr. CUMMINGS. Mr. Speaker, we have heard a plea for help from our airlines, and provided an immediate response to ensure that a key component of our economy, the airline industry, remains intact.

But I have also heard pleas for help from the many people and businesses that are critical to the efficient functioning of the aviation system: sky-caps, cabbies, and the employees of airlines, restaurants, and the variety of shops found in airports. Thousands of hard-working Americans have taken pay cuts or have lost their jobs but still have bills to pay.

Mr. Speaker, I urge Members, we have heard the airlines and we have quickly responded. I only urge us to hear the pleas of individual Americans and respond to them, also.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentleman from Arizona (Mr. SHADEGG).

(Mr. SHADEGG asked and was given permission to revise and extend his remarks.)

Mr. SHADEGG. Mr. Speaker, I rise in strong support of this bill. Make no mistake about it, it is not perfect, but it is a fair compromise worked out by the efforts of both sides.

A week ago today, late at night, in the wee hours of the morning, I argued that it was essential that we get our airlines back in the air, and that we as Americans use them. The terrorists who launched their vicious attack against America seek not just to destroy buildings, but to destroy our economy.

The airline industry comprises 10 percent of our gross domestic product. We in Congress and the American people must not let those terrorists destroy our economy, or the lives and jobs of the American people. Americans must resume their lives, and we must pass this bill. No additional American should lose his or her job, not an airline employee, not a tourist industry employee, not a baggage handler, no one. It is absolutely essential that we pass this bill tonight.

But there is a flaw in this bill. This bill empowers a government board to pick winners and losers in the airline industry, and that is flat wrong. No bureaucrat should say, "This airline wins; that airline loses." How do we say to the employees of the loser, "We are terribly sorry, you are out of your job, but the employee of some other airline keeps his or hers"?

If an airline or its employees was injured by this outrageous attack, they should be eligible to be made whole. They should be put back in the position where they can get back into the skies and fly. And we cannot let this board, I urge Members not to allow this

board to pick and choose winners, so the employees of one airline remain unemployed, the employees of another airline get to stay back at work. It is absolutely essential, and it would be outrageous if we allowed that to happen.

This legislation must pass tonight. It is critical for the economy of this Nation. Americans need to get back aboard our airlines and resume their lives, but the board must handle its power fairly.

Mr. OBERSTAR. Mr. Speaker, I yield myself 5 seconds to express my appreciation to the gentleman from Arizona for his calm, reasoned intervention last Friday night when we were attempting to pass the first version of this bill.

Mr. Speaker, I yield 30 seconds to the gentleman from Tennessee (Mr. CLEMENT), a distinguished member of our committee.

Mr. CLEMENT. Mr. Speaker, I rise to support this legislation, even though I have serious reservations about it. In truth, while this bill helps to stabilize the industry and assist families who have lost loved ones, it is still incomplete. Simply put, it falls short of protecting the workers who have already lost their jobs or will lose them soon.

I will give some examples. It does not provide unemployment benefits to workers who have lost their jobs, or extend health care coverage to those employees, nor does it prohibit the airlines from abrogating their contracts with workers; and it mandates no job protections, or a system for rehiring when our airline industry recovers.

We do have a national emergency. Let us pass the legislation, but let us help our workers.

Mr. Speaker and fellow Members of Congress, we find ourselves at a time of crucial action. Before us is the prospect of the collapse of one of our greatest industries. As a result of the stunning acts of terrorism committed against our Nation, portions of our aviation system are on the brink of failure. We can not let that happen. We will not hand another victory to terrorists.

Our country's airlines are too important to all sectors of the economy. They are too important to the over 1 million aviation workers. And, they are too important to our quality of life and our understanding of freedom.

But, it is with great reservation that I will vote "yes" tonight for this piece of legislation. In truth, while this bill helps to stabilize the industry and assists families who have lost loved ones, it is still incomplete. Simply put, it falls short of protecting the workers who have already lost their jobs or will lose them soon. This bill, for all that it does, the Air Transportation Safety and System Stabilization Act does not: Provide unemployment benefits to workers who have lost their jobs or extend health care coverage to those employees; nor does it prohibit the airlines from abrogating their contracts with workers; and, it mandates no job protections or a system for rehiring when our airline industry recovers.

Already, I have heard from airline employees in my hometown of Nashville who have been furloughed, their contracts abrogated, and left with nothing. We cannot allow the

dedicated men and women of this Nation to languish without health benefits or severance income. In exchange for the \$15 billion in grants and loans that we are providing, airlines must do everything they possibly can to assist their employees through this difficult time. Let me also say that this legislation does not address adequately the needs of our aviation security system, nor does it address the other aviation-related sectors deeply effected by this tragedy. This must be changed as well.

In response, I will join my colleagues in the House in enacting additional legislation to ensure these flaws are fixed. And, I will vote "yes" on this bill, but only because it is the beginning of the process.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 1 minute to the gentleman from New York (Mr. GILMAN).

(Mr. GILMAN asked and was given permission to revise and extend his remarks.)

Mr. GILMAN. Mr. Speaker, I am pleased to rise in strong support of this important legislation ensuring the continued operational viability of our Nation's airline industry.

The barbaric terrorist attacks of New York and Washington were calculated to throw our Nation into economic and social turmoil, but we are not going to let that happen. Our Nation's air transportation system is essential to our economic well-being. It is our duty to preserve the full and continued operation of this vital airline network.

However, in doing so, let us not forget there are many other industries that depend on the airlines for their own livelihood, including travel and auto rental agencies and food services. Let us encourage any airlines receiving emergency financial support under this legislation to restructure their fee scales with travel agents to convey their solidarity.

I also encourage airlines to carefully review policies that may impact the food service industry that employs thousands around the country.

Our air transport system is the best in the world, but it now needs our help to help them get through this difficult period. We must continue to foster the means for the advancement of this industry in the next century.

Accordingly, I urge my colleagues to support this important legislation.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the distinguished gentleman from California (Mr. HONDA), a member of our committee.

(Mr. HONDA asked and was given permission to revise and extend his remarks.)

Mr. HONDA. Mr. Speaker, this is not a perfect bill, but I do take heart in the words of the gentleman from Alaska (Chairman YOUNG), those of the subcommittee chair, the gentleman from Florida (Mr. MICA), and our leadership, that we will come back and address those issues.

This is not a perfect bill, but after careful consideration, I have concluded that the common good must not be jeopardized in an effort for immediate perfection. Tonight we will pass this

bill. Tomorrow, we will renew our work to impose stringent new security standards and provide critical Federal assistance to the many sectors and individuals left out in this bill.

Mr. Speaker, I rise today to express my reluctant support for this important and time sensitive legislation.

Just minutes after the tragic events of last week, the Department of Transportation acted swiftly to ground our Nation's entire commercial aviation and general aviation fleet—an unprecedented action aimed at averting any additional harm to innocent Americans.

As a result of the DOT's groundstop order and limitations on service, the airlines are hemorrhaging, many teetering on the verge of insolvency after losing billions of dollars in just days. The dire state of the airlines led to this week's downward spiral of the financial markets, moving our economy closer to recession.

As a member of the House Transportation and Infrastructure Committee, I quickly took up the call for expeditious congressional action to provide our ailing airline industry with a cash infusion and loan guarantees. I argued that while our airliners wait at the gate, Congress must not.

Tonight, a week and a half after terrorism struck America, Congress considers a multi-billion dollar bill to aid the industry that has been most devastated.

It is not a perfect bill. I am distressed that this bill fails to address the plight of over 100,000 airline employees who have or will soon be laid off. I am quite dismayed that this legislation provides no aid to the many related sectors that have been devastated by last week's attacks: the travel industry, flight academies, and aviation manufacturers.

I am equally disappointed that this bill fails to introduce substantive security measures to ensure the integrity of our nation's aviation infrastructure. The Nation's airlines will continue to lose money, so long as Americans lack confidence in the security of air travel.

However, after careful consideration, I have concluded that the common good must not be jeopardized in an effort for immediate perfection. Tonight, we will pass this bill. Tomorrow, we will renew our work to impose stringent new security standards and provide critical federal assistance to the many sectors and individuals left out of H.R. 2926.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. BOEHLERT).

(Mr. BOEHLERT asked and was given permission to revise and extend his remarks.)

Mr. BOEHLERT. Mr. Speaker, yesterday, on the third floor of this Capitol Building, I was standing in the hall when the gentleman from Illinois (Speaker HASTERT) and the minority leader, the gentleman from Missouri (Mr. GEPHARDT), walked by.

I stood aside and I applauded them. I applauded them because they are working very hard together under very difficult circumstances for this Nation. I stand in agreement with the eloquent remarks made by the gentleman from Missouri (Mr. GEPHARDT) in this well just a few minutes ago, and I applaud the outstanding commitment and leadership of our Speaker.

Of course, we have to be concerned with the people part of this equation.

Tens of thousands of people have lost their livelihood, through no fault of their own. They need health care for their families. They need job training for new opportunities. They need extended unemployment compensation. That is going to be provided. We will not ignore their needs.

But for the task at hand, we listened as the gentleman from Alaska Chairman YOUNG) was in that chair for 7 hours to hear leaders from the business community, the labor community, the financial community, one after another, say to us, "We must take immediate action to protect the viability of commercial aviation in America. We cannot lose a moment," and we are responding.

Safety is a concern that we all have. The gentleman from Florida Chairman MICA) is responding. The Committee on Transportation and Infrastructure has a proud record of dealing in a forthright manner with sensitive issues.

I am proud to serve with the gentleman from Alaska Chairman YOUNG) and the gentleman from Florida Chairman YOUNG), but I am proudest of all to serve with the gentleman from Missouri (Mr. GEPHARDT) and the gentleman from Illinois (Mr. HASTERT) in this hour of need for America. Pass this legislation.

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that the House extend the time for debate on each side. We have more than 30 people on this side who would like to speak, and under this rule, those Members will be limited to 30 seconds or less.

I ask unanimous consent that we extend the time on both sides of the aisle. I am sure there are people on that side of the aisle who would like to speak at more length on this important legislation. I would suggest at least an additional 15 minutes on either side of the aisle for the debate.

The SPEAKER pro tempore (Mr. THORBERRY). Is there objection to the request of the gentleman from Oregon?

Mr. YOUNG of Alaska. I object, Mr. Speaker.

The SPEAKER pro tempore. Objection is heard.

Mr. OBERSTAR. Mr. Speaker, I yield 1½ minutes to the gentleman from Oregon (Mr. DEFAZIO).

Mr. DEFAZIO. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, we do not have to act in haste tonight with legislation that will bequest billions to a favored few and vague promises of future help to hundreds of thousands of others. We could work deliberately over the weekend, if we so chose, to create a shared burden and benefit.

The 100,000 workers have already lost their jobs. They have been thrown into the so-called safety net, but they will get maybe something in the future. For the tens of thousands of people in related businesses, travel agents, car agencies, hotels, maybe we will do something in the future. Regional airlines, they get crumbs.

Now, there are no new security provisions in this bill. That is why people are not flying. If we do not put in security provisions tonight or tomorrow or over the weekend, people are not going to come back. This says, "The money we appropriated last week, we know the President will spend some of it on future security enhancements." That is not going to bring people back. It is not going to give them the assurances they need.

But do not worry, the CEOs will be limited to last year's salary, \$10 million, \$15 million, \$20 million, or \$30 million.

Mr. Speaker, this is not the best we can do. We all know that. We have just been denied time for additional debate. Where are Members going tonight? It is a little late to catch a plane. Why can we not extend the debate? Why can we not stay here and work this weekend? Why can we not have a better bill? Why do the 100,000 people who have already been laid off and do not have health insurance have to wait for the week after or the week after, or maybe Thanksgiving? Why? Do not just give them empty promises. I know the airline CEOs have a crisis, but let us help the people, too.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. CROWLEY).

Mr. CROWLEY. Mr. Speaker, I thank the chairman for yielding me this time.

Mr. Speaker, I rise in strong support of the aviation assistance package. As both the representative of LaGuardia Airport and a member of the Committee on Financial Services, I understand firsthand the importance of sending a signal to the capital markets that our airlines are strong and will receive the support they need to continue to operate.

□ 2145

The importance of securing the financial viability of our Nation's air carriers cannot be overstated. Additionally, this bill makes an effort to expedite compensation packages for those injured or lost in last week's vicious attacks upon our city. I welcome this bill, but as a first step towards remedying a number of other problems involved with the economic problems befalling our airline industry.

There are a number of things that this bill does not do. We need to provide protections for health care and pay for the over 90,000 airline employees who have lost their jobs in the face of the economic hardship hitting the domestic airline industry, and we all know there could be more to come.

Furthermore, this Congress needs to bolster airline security. If we really want to restore consumer confidence, we need to provide increased safety to the airlines. We need to make the American public feel safe while flying.

I am not voting for this bill because I trust the airlines, and I am not voting for this bill because I trust airline

executives. I am voting for this bill because I trust the American people. I know the American people will make this country strong again. My faith in their ability to rebuild our economy, if given the opportunity, is unwavering. I know this much is true. And I hope the American people show their faith by getting on an airplane to go to Disneyland, by visiting Las Vegas, by visiting our Nation's capitol. But most importantly, I ask my colleagues' constituents to revisit my city, New York, in the very, very near future.

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume to note, in the bipartisan way that we have conducted ourselves, that the gentleman from New York (Mr. CROWLEY) has never voted with me on any piece of legislation in any committee. But this is a time we work together, and I thank the gentleman for his statement.

Mr. OBERSTAR. Mr. Speaker, I yield 40 seconds to the distinguished gentleman from New York (Mr. NADLER), a member of the committee.

(Mr. NADLER asked and was given permission to revise and extend his remarks.)

Mr. NADLER. Mr. Speaker, I rise in reluctant support of this legislation. We have to help the airline industry or we will face even more layoffs and economic downturn in the days ahead. But this bill does nothing to help the pilots, flight attendants, mechanics, reservation agents, and other employees who make the aviation system work.

The bill contains no provisions extending unemployment benefits, health care coverage, job search assistance or any kind of relief to those who have lost their jobs as a result of the September 11 attacks. And it contains nothing about enhancing airline security, without which people will not fly the planes.

The bill is inadequate, and I am tempted to vote against it, but I fear that the defeat of this bill could result in the loss of many more jobs and negatively impact the one million employees still working in the industry. It is terrible we are forced to choose between an inadequate bill or no bill at all. But that is our choice, and so I have to exercise it. And I will vote "yes."

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentlewoman from Ohio (Mrs. JONES).

Mrs. JONES of Ohio. Mr. Speaker, I thank the gentleman for yielding me this time. I support victims compensation. I support the airline industry. But crisis is no excuse for a stampede. The wagons have been circled around the industry but not around the people who make it work.

Crisis is no excuse for unjust compensation for the airlines. Crisis is no excuse to deny the workers the protection they need now.

My father was a sky cap, my sister works in the airport, my niece is a flight attendant, my brother-in-law is

a sky cap. I come from a family of workers for airlines. They need protection like the airlines. Let us step up to the plate, my colleagues, and protect the workers too.

As last week's tragedy continues to unfold, we, as Members of Congress are constantly challenged to find solutions to very complex issues. I believe that our American resolve and faith in God will bring this nation through these tough times. As a member of the Financial Services and Small Business Committees, I am compelled to speak because I realize the devastating effects this tragedy and its subsequent economic downturn has had on both our financial markets, insurance industry and small business. Companies are doing less—and in some cases no—business, workers are being laid-off and insurance claims are staggering. We must work together and hold to our resolve of building America back up. We are all doing our part to make sure this happens. We have put aside party differences and political wrangling and come together because we all know that, when it comes down to it, we are all one people. But we can't let this spirit of togetherness cause us to run blindly forward into actions that, while they may seem reasonable in the heat of our desperation to deal with this problem, will result in serious consequences in the long run.

That is why I am speaking out against this bill. I stand today as a supporter of congressional funding and other legislative efforts that restore stability to this nation and particularly, our financial markets, that are the envy of the world. With that, I wholeheartedly supported the \$40 billion supplemental appropriation for military support and clean-up efforts stemming from last week's tragedy. Our concerns, sadly enough, do not end there. Our financial markets, as well, face decline and other challenges to recovery. Today, we deal with an airline industry crisis. The airline industry facing staggering losses may face bankruptcy as a result. It was reported that during our national tragedy, when airplanes were grounded, the airline industry lost about \$330 million a day for each day that flights were grounded. No industry can recover from losses of that magnitude overnight.

I support our airline industry. I support direct aid of \$5 billion to the airlines. I also support \$10 billion in loan guarantees that assists large as well as small airline carriers that works to ensure the financial solvency of our airline industry and other affiliated jobs. However, I am troubled about some aspects of this bill. First, in our efforts to stabilize the airline industry, we cannot forget workers. We cannot overlook thousands of dislocated skycaps, attendants, pilots, food service workers, maintenance workers and all of those other men and women employed in the airline service sector, who will receive absolutely nothing from this bill. We cannot simply save the plane and leave the people behind.

Second, liability protection. I cannot support a liability protection regime that is overly broad. To have the government as well the airline and insurance companies cover liability, could leave the government as the insurer of last resort. This aspect of the bill is too broad and overly complex.

Third negligence and damages. I am also concerned that this bill fails to consider any amounts for punitive damages and also reduces compensation if there is any collateral

source compensation. While I support the stabilization of the airline industry, on one hand, I cannot remove all liability from the industry on the other.

In addition, this bill caps air carriers' liability to limits of their coverage and reduces victims' families should they have supplemental coverage. It is paradoxical to fully support the airlines while reducing support for survivors who need to resume their lives. I cannot in good conscience support such a measure.

Lastly, security. This bill does not address the issue of increased security that must be employed by the airline industry. With a tragedy of this magnitude, we cannot sweep the issue of security under the rug. The airline industry must make operational changes in security at our nation's airports in order to thwart future terrorist activities.

In conclusion, I support the stabilization of the airline industry with direct aid and loan guarantees. Our airline industry serves as a major cog of our economic engine and also

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from Washington (Mr. INSLEE).

(Mr. INSLEE asked and was given permission to revise and extend his remarks.)

Mr. INSLEE. Mr. Speaker, the firefighters in New York did not panic and neither should we. Tomorrow, when the sun comes up, Americans all over this country are going to ask this question: Why in this Chamber do the big dogs always eat first?

Twenty or thirty thousand Boeing laid-off workers who build the airplanes by their sweat of their brow are going to ask: Why are we using taxpayer money to help companies with CEOs who make \$35 million a year, and for the machinists, they get zero?

Bipartisanship does not mean the whole thing for the corporation and not a part for the worker. Help airlines, and put some "no's" up there to make sure we get a clean vote up there next week.

The SPEAKER pro tempore (Mr. THORNBERRY). The gentleman from Alaska (Mr. YOUNG) has 9½ minutes remaining, and the gentleman from Minnesota (Mr. OBERSTAR) has 16¼ minutes remaining.

Mr. YOUNG of Alaska. Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentlewoman from California (Mrs. DAVIS).

Mrs. DAVIS of California. Mr. Speaker, we have just begun, I believe, to comprehend the extent of our national trauma. And while we continue to grieve, we cannot let a terrorist attack bankrupt such a critical component of our economy, so we must keep the planes in the air.

But I want to remind my colleagues that we cannot stop here, and I appreciate the fact that people have expressed that tonight. We cannot stop here. What we need is a comprehensive package. We need to address airline security, and we need to address the growing employment crisis in our country.

Please, Members, let us go to the next step and let us do it with the fervor and the passion that we have addressed this step as well.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from Texas (Mr. TURNER).

Mr. TURNER. Mr. Speaker, I want to address these remarks to the families of the victims, those who were injured on September 11.

One of the best provisions of this bill is that this Congress has provided a method whereby all those injured, the victims of those who have died, will have full recovery for their economic and noneconomic damages by the establishment of a special master. The Treasury of the United States has been opened by the Members of this Congress to ensure that every family will receive just recovery.

It is one of the best provisions of the bill, and I urge my colleagues to support it.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from California (Mr. BECERRA).

Mr. BECERRA. Mr. Speaker, I thank the gentleman for yielding me this time.

Mr. Speaker, the aviation industry is in need of a lifeline, and we are all trying to find it. The bill today provides \$15 billion in taxpayer dollars to give a bailout, but there is no reason why this legislation could not have included the real face of the aviation industry: the pilots, the mechanics, the baggage handlers, the flight attendants, and ticket agents. The airlines could not run without them.

This package contains nothing for the industry's reportedly 100,000 displaced or soon-to-be-laid-off workers. This \$15 billion package spends nothing for the greater safety in our airlines as well.

Mr. Speaker, I want to make clear that we need to support legislation granting much-needed relief to our beleaguered airlines; but without help for workers, without real money for enhanced security, without real guarantees for air service to small communities, I cannot support this.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from New York (Mr. MEEKS).

Mr. MEEKS of New York. Mr. Speaker, I am supporting this bill. I am supporting it because of jobs.

I do not want to cut off our noses to spite our faces. If we lose this airline industry, we lose all jobs. We have to save it to save jobs, and then come back next week to make sure that we finish the job. It is indeed an incomplete job. We must finish the job, but we must not lose it all.

My heart goes out when I look at the New York City skyline and no longer see our twin towers. And I think if the towers were still standing, we could repair it and we could keep jobs in the building. But my heart is lost because there is no longer any towers on the skyline, and we have lost all of those jobs. Let us not lose any more jobs.

Mr. OBERSTAR. Mr. Speaker, I yield 40 seconds to the gentlewoman from California (Ms. ESHOO).

Ms. ESHOO. Mr. Speaker, I thank the gentleman for yielding me this time.

Mr. Speaker, this is one of the first steps that we are taking as a result of the hell that descended on America over a week ago. I think that as we take these steps, we need to look very carefully at the larger picture.

Of course aviation is one of the most critical industries in our country. And I think today we are more fully appreciating everything that is related to the airlines. But I want to remind my colleagues that left out of this bill are the steps that we are going to have to take and take soon.

The planes will not stay in the air no matter how much we spend. What we put up in terms of the Federal dollar will not really do what we are seeking it to do unless we restore the confidence of the American flying public to get into these planes, as we are, and that it is safe to do so, and that the workers that help put those planes in the air be taken care of as well.

Mr. OBERSTAR. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. DOGGETT).

Mr. DOGGETT. Mr. Speaker, our vital airline industry has asked for a hand; and we ought to give them a helping hand but not a handout. And that is what this bill does with billions of dollars of hard-earned Social Security Trust Fund monies.

While the airlines get those billions, the taxpayers do not get the protection, the workers do not get the support, and the traveling public does not get the safety. All they get is an IOU. We need to commit tonight to pay that IOU as quickly as the airlines cash the billions of dollars of checks that they are being granted in a bailout here tonight.

While this is hardly last Friday's midnight blank check to the industry that was urged, it remains grossly deficient. And even tonight the comptroller general of the General Accounting Office states that after reviewing the bill, "He has concerns that adequate safeguards need to be put in place to safeguard the taxpayers' interests."

We need to do that, but tonight we need to vote "no."

The SPEAKER pro tempore (Mr. THORNBERRY). The Chair would announce that the gentleman from Alaska (Mr. YOUNG) continues to have 9½ minutes remaining, and the gentleman from Minnesota (Mr. OBERSTAR) has 12½ minutes remaining.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 3 minutes to the gentleman from Florida (Mr. MICA), the chairman of the subcommittee.

Mr. MICA. Mr. Speaker, I returned to the floor really to try to eliminate some of the myths.

The previous speaker tries to couch this as a bailout to the airlines and talks about billions of dollars. Let us

look at the billions. There are \$5 billion for direct costs. The airlines must prove direct costs of incidence from the September 11 tragedy.

Today, \$5 billion will barely replace a few number of airplanes. The gentleman does not have to worry about bailing out the airline industry, because there will be no airline industry. They will not have the insurance. They will not have the credit. They will not be in business. So we will not have 100,000 people out of work, we will have hundreds of thousands of people out of work.

The rest of the package, the \$10 billion, is not a loan program, it is a loan guarantee program. They must pay back the funds. So this is not any big handout.

The language on the compensation, the limits we took from the other side, in trust, to put some limits on compensation for overpaid airline executives, we took that in good faith from the other side.

The safety issue. There is \$3 billion in this legislation for safety and security. We gave the President another \$40 billion, of which he has complete discretion.

□ 2200

Mr. Speaker, this Congress is not going to decide airline safety on Monday. They tried to do it in 1996 with a bill that is still not enacted by the administration, the previous administration.

We passed another airline security bill in the year 2000, and that is still not implemented. We have given the money and the responsibility to the administration. We have sky marshals being put in place as fast as they are being trained. We have loaner security personnel on planes. Do not tell people that every possible security provision is not being instituted. That is not the truth. Do not demagogue this legislation, pass this legislation.

Mr. OBERSTAR. Mr. Speaker, I yield 1 minute to the gentleman from New Jersey (Mr. MENENDEZ).

Mr. MENENDEZ. Mr. Speaker, I support this bill because without it our economy would be in even greater danger. While I would have written a bill that protected the more than 100,000 airline industry workers who have been laid off or are at risk of getting pink slips, and we must address that, a vote against this bill will put all of the airline industry workers at risk, both those who have been let go and are hoping to be rehired, and the more than one million still on the job.

Mr. Speaker, not to vote for the bill means no job is secure. Most important, I cannot in good conscience vote against a bill that provides compensation to the more than 150 families in my district, and that number may sadly grow, who have been directly affected by this tragedy and who are in desperate need right now.

There is no time to wait and negotiate further for them. I agree with my

colleagues who want more for airline travel security and worker protection, but we need to move now and move quickly.

Mr. OBERSTAR. Mr. Speaker, I yield 1 minute to the gentleman from California (Mr. GEORGE MILLER).

Mr. GEORGE MILLER of California. Mr. Speaker, no one is suggesting that we not help those airlines who as a result incurred costs and expenses of being ordered down by the Federal Government; but this legislation goes beyond that because it reimburses them for more than that cost, and that may turn out to be true in the future, but that is not true today in terms of what has been proven up.

Mr. Speaker, it does not deal with executive compensation. It allows people to continue on while workers are being laid off, while workers are losing their health insurance and wages.

The President talked to us about shared sacrifice, and that is not what this legislation is about. It is about the few and the powerful getting their hands on the \$5 billion and on the loan agreements and not providing for the workers and for the families that are devastated by the loss and tragedies that have taken place.

I think at a minimum we could have provided the coverage for these individuals. The language was ready; it was simply not agreed to. It is not about time.

We could have also made very sure that we directed the Federal agency to take over and federalize the safety of these airplanes. People are not avoiding airplanes because of the financial conditions of the airlines; they are not flying because they do not feel safe on airplanes.

Mr. OBERSTAR. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, that cataclysmic event that occurred a week ago brought this Nation together at the very same time that it tore us asunder. We are here tonight to attempt to thread together shattered pieces of our economy, the torn hearts and spirits of our fellow citizens. In the limited way that we can, with the limited tools at our disposal, I share the frustration of many of my colleagues on this side of the aisle who wanted to reach out beyond the provisions of this bill and extend help to those workers who were laid off in the immediate aftermath of last Tuesday.

I thought we could do that and that we should do that, but there were other voices and other pressures. Since we do not have the majority, we do not dictate the course of events.

The Speaker wanted to do more, and he was magnificent in his management of the competing forces in that session that concluded at two o'clock this morning in his office when the final shape of this bill was hammered out. His willingness to work with our side to address the unmet needs and concerns of Members went on into today and into late afternoon.

Yes, I think we should have addressed security to a greater extent than we did in this bill. There is \$3 billion to be used by the Secretary of Transportation for sky marshals, for strengthening flight deck doors and for other airport security provisions; and there will be more to come.

Many on my side have said if we do not put it all in this train that is leaving the station it will never get done, but I trust the Members of this body and the leadership and the Secretary of Transportation on their word. They have given their word that we will do a broader and more inclusive security provision.

With the gentleman from Alaska (Mr. YOUNG), we are going to start on Monday in our committee crafting that broader language for broader security to carry out the work that, frankly, I began as a member of the Presidential Commission of Aviation Security and Terrorism in 1989 and 1990.

If all we have done and recommended had gotten enacted into law and fully carried out, we still would have gaps in security. That is why I asked for a review, a blue ribbon commission, in 1995 to come back and review aviation security from top to bottom; and it took a year for that to happen in the previous administration.

That group that was called together by the President, the baseline review committee met, and I addressed them. It was July 17, a year later, 1996; and that night TWA 800 went down off Long Island, and then a year later we came back with new legislation to fix aviation security once again; and we did it again last year in our committee. We are going to do it again until we get it right.

We have a lot of provisions in this bill to deal with the problems of those who lost their lives on the ground and the families who survived them, just as we did in the aftermath of TWA 800 and Pan Am 103, and it pains me to be on this floor once again to be addressing these matters.

We are going to provide in this bill continuation of air service for small communities that feed into the hubs. We provide \$120 million for essential air service for the very smallest markets in our country. We provide assistance to our air carriers with accountability, with limitations on executive pay. In the Chrysler package of 1979, there was a proposal to cap wages of UAW workers; and the Members on this side said no, and a good many on the Republican side said no; and the Congress refused to do it.

But in this bill we put caps. We put limitations. Maybe we should have limited their pay below what they were making last year; but we did what was doable, capped their pay at what it was last year for the next 2 years, so that there is some shared contribution.

I believe that we are going to move further ahead. The Speaker made a commitment tonight to the minority leader that beginning next week they

will start on a comprehensive package of worker assistance. I hope it will include extended unemployment compensation in many provisions of the Trade Adjustment Assistance Act, and I will call upon the airlines of the United States to follow the example of Northwest Airlines, which voluntarily told its unemployed laidoff workers that it will continue their health insurance through the end of this year, fully paid, employer-employee portions by the airline, whatever its cost will be; and if the other airlines will do the same, there would be a greater sense of shared sacrifice. There would be greater confidence on this floor that they are doing the right thing.

I have asked the airlines to express their support for worker provisions, and they have done so in a letter, and for improved security provision that I know they have done so as well. They will stand with us next week and in the following days when we bring legislation to the House floor.

This is the best we can do, and it is the most important thing that we can do to get aviation back again moving people and goods and moving our economy. It is not just here at home. The International Air Transport Association reported earlier today that European airlines since last Friday have lost \$5 billion. That is a greater percentage of loss for them than for our carriers. If we do not get American aviation moving again, world aviation is going to collapse.

Yes, we want to do more for the workers who are laid off, but we have to do something to keep the jobs of those who are still working. There are 1.2 million employees in the airline industry; 100,000 are laid off. But that means 1.1 million are working, and this bill is to keep those jobs, to help them stay on their feet, help them continue contributing to the national economy.

That is why we are gathered around here, to do what we can in the right way, in the right time, to the extent that we can.

Mr. Speaker, I yield 1½ minutes to the gentlewoman from Texas (Ms. JACKSON-LEE).

Ms. JACKSON-LEE of Texas. Mr. Speaker, I thank the gentleman from Minnesota (Mr. OBERSTAR) very much for yielding me the time, and I know my colleagues are eager to leave this place, but many of us believe this is important enough that we should stay here and work.

I frankly believe that we can have a meeting of the minds. I believe that the United States Government last week made a catastrophic decision to ground the airlines; and they were right, and so we should compensate them. This legislation also speaks to the tragedy and travesty of 6,000 dead; and I think we should compensate them as well.

But at the same time, I believe we should advocate for the sky caps and cabbies, suppliers, airline stewardesses, and pilots that may be laid off.

I want to thank the gentleman from Minnesota (Mr. OBERSTAR), the ranking member; and I want to thank the gentleman from Alaska (Mr. YOUNG) for working this bill through. But I need be able to carry the message home in a very clear manner. I know the leader and the Speaker have spoken, and I would like to yield to the distinguished ranking member because he did recount for us extensively where we might go in this next week.

I ask the gentleman from Minnesota, the plan for next week or moving into next week on working on ensuring that we have a plan for extended employment assistance for the ability to cover employees that may be laid off and the commitment of the airlines respectively not to file bankruptcy, and I know there are no definitive answers, but to work with us to rebuild the airlines, thereby rebuild employment, because what I hear is that people do want their jobs.

□ 2215

Do we have the ability and the capacity and the commitment to do that?

Mr. Speaker, the September 11, 2001 terrorist acts against America will never be forgotten. 6,333 people are missing and presumed dead, and 6,291 have been injured as a result of the terrorist attack on the World Trade Center in New York. The death toll at the Pentagon is 189 including the 64 people who died on American Airline Flight 77.

Last night, we heard from President Bush regarding the need for national and world unity as we embark upon the mission of eradicating terrorism and bringing the terrorist to swift justice. I agree with President Bush on this issue. I vote to give the President the authority to act appropriately to achieve this goal. Also, I voted to provide the \$40 billion necessary to fund the rebuilding of New York City, the Pentagon and to fund the campaign to bring the perpetrators to justice.

I want to express my support for H.R. 2926, the Air Transportation System Stabilization Act. The airlines of this nation serve as a great public asset to this nation. That is why we should properly address the needs of the employees, the traveling public and the airline companies.

The cowardly acts of September 11, 2001 left our nation's airline industry and its workers in a precarious financial condition. Since these events, airline profits and operating funds have plummeted and the number of proposed employee layoffs increase daily. If Congress does not act quickly, first tier airlines will be forced to file for Chapter 11—bankruptcy protection within 30 to 60 days. Furthermore, it is estimated that by June 1, 2002, the industry will realize cash shortfalls of at least \$10 billion.

H.R. 2926, is an appropriate and timely response by the Congress to deal with the intended and unintended consequences of these unprecedented events that I hope will never occur again on American soil. I must say that I agree with many of my colleagues in the House of Representatives regarding the necessity to act today because it is apparent to us all that the capital markets are not coming to the aid of most of the suffering airlines.

H.R. 2926 provides \$5 billion in direct aid to the airlines, an amount that airlines say they

would lose by the end of the month as a result of the government-ordered grounding of flights following the terrorist hijackings of four jetliners and the sharp drop in business. Also, H.R. 2926 would provide \$10 billion in loan guarantees to airlines that face fewer customers, sharp increase in insurance premiums and rising costs for security. Further, H.R. 2926 creates a Victim Compensation Fund for victims of the terrorist-related attacks of September 11, 2001. A Special Master appointed by the Attorney General will administer the Fund. Air carrier liability is capped at the carriers' insurance company limit. The Federal Government will provide compensation above and beyond carrier liability.

Mr. Speaker, I must express my disappointment about this legislation's failure to address the needs of the hard working airport and other employees who will be out of work as a result of decreased air travel. This bill overlooks the skycaps, the concession workers, cabbies and the others who happily greet us as we move through our nation's airports. These employees should not be required to wait for assistance when their mortgages and other daily obligations continue.

That is why I supported the Hastings Amendment to H.R. 2926 which will not be debated on the floor of the House of Representatives. If the House Rules Committee had allowed debate on the Hastings Amendment, airline and airport employees could have been provided timely benefits to assist in these difficult times. Those benefits would have included the extension of unemployment benefits from 26 weeks to 78 weeks, 26 weeks of unemployment insurance benefits for workers who would not otherwise qualify, extended job training benefits from 26 weeks to 78 weeks, and provides up to 78 weeks of federally subsidized COBRA premiums.

Additionally, Mr. Speaker, this legislation does not address the needs of the small businesses, which are dependent upon the air travel industry. Also, Mr. Speaker, this legislation is lacking because it does not address the needs of small businesses based in the airports around the nation. I believe that it is imperative that we provide a statutorily acceptable mechanism to distribute relief funds to small businesses that have been affected outside the states that have been declared disaster areas. Primary disaster relief for small businesses comes from the Disaster Relief Assistance Program of the Small Business Administration. However, SBA cannot disburse funds without a disaster declaration by an individual state, and many affected airports are located in states geographically removed from the attack site like Texas. We must ensure that we provide fair treatment for these businesses caught in the ripple effect of the airline crisis. I will be working with the Mayor of Houston and the City Council to ensure that small businesses get the assistance that is needed.

Mr. Speaker, this legislation simply expresses the commitment of Congress to act expeditiously to strengthen airport security and take further measures to enhance the safety of air travel. But, I believe that we must take the next step and federalize all aspects of airport security so that the loss of consumer confidence can be restored within short order. Federalizing airport security does not mean that we discount the importance of the current airport security employees. Mr. Speaker, the

aim should be to increase consumer confidence in air travel.

Mr. Speaker, H.R. 2926 clearly does not go far enough, however now is the time to begin the process of rebuilding so that we can realize increased air traffic at the Bush Intercontinental Airport, and the William Hobby P. Airport in Houston, and all of America's airports.

Finally, Mr. Speaker, I hope that the leadership of the House of Representatives and Senator DASCHLE and Senator LOTT will make a firm commitment to bring employee economic assistance legislation to the floor of both Houses of Congress early next week.

Mr. OBERSTAR. Mr. Speaker, if the gentleman will yield, that is not a matter I control. That is an agreement between the Speaker and the minority leader. They are certainly committed to working in the direction the gentleman has expressed.

Mr. Speaker, I yield the balance of my time to the gentleman from Virginia (Mr. MORAN).

Mr. MORAN of Virginia. Mr. Speaker, as my colleagues know, I am proud to represent Washington's National Airport which tonight is closed, completely closed except for terminal A, which has been transformed into an unemployment compensation center for the more than 10,000 people who have lost their jobs at National Airport and the more than 60,000 people in the Washington area whose jobs are dependent on National Airport. The terrorists caused the loss of more than 6,000 lives. They cannot cause the loss of thousands of livelihoods.

I am going to vote for this, but I have the confidence we are going to do something for the workers, too, who work day to day and breathe life into the aircraft and the airline industry. But we cannot have employees without employers. We have got to pass this bill. But it is not enough.

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

To the gentleman who just spoke, I happen to support reopening Reagan National Airport. He is another gentleman, by the way, that has never voted for anything I have ever wanted, and I do support opening that airport. It is the right thing to do. I want him to know that.

I would also suggest that for those who question it, this committee has jurisdiction over some parts of this bill which we are bringing up tonight, but as the gentleman from Minnesota has mentioned, we do not have total jurisdiction. But I am going to do everything in my power, as well as the gentleman from Minnesota's, to make sure that the gentleman from Missouri (Mr. GEPHARDT) and the Speaker's commitment is followed through for the workers. But this bill tonight is so crucially important so that we can keep those jobs that remain still viable and we get the airline industry back on track so they can be rehired as they have lost their jobs. And we will do that.

I would suggest one thing. I hope, and I know most of my colleagues have not

read the bill; I say that sincerely because I am also a Member of this Congress.

“Documentation. Subject to subsection (b), the amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the amount of losses described in section 101(a)(2) that the air carrier demonstrates to the satisfaction of the President, using sworn financial statements or other appropriate data, that the air carrier incurred. The Secretary of Transportation and the Comptroller General of the United States may audit such statements and may request any information that the Secretary and the Comptroller General deems necessary to conduct such audit.”

I am going to suggest that all losses must be documented and if they make false statements, they have committed a felony and it is a crime. Let us keep that in mind.

Other than that, Mr. Speaker, I would like at this time to thank the gentleman from Minnesota (Mr. OBERSTAR) for the work he has done and the leadership he has shown on that side of the aisle with tremendous criticism from some of his Members. I did not face that on this side of the aisle at all. I also would like to thank the staffs on both sides. I may not name all of them because some of the names I may not know and I will not pronounce those I do not know. But the staffs put in yesterday, last night, today, last week, Monday, Tuesday and Wednesday and they worked 48 hours sometimes, so I thank the staffs for the work they have done. It is crucially important.

We also had another player, or two players not in this body, in this bill that we had to work with. We had the administration. It is my administration, but I can tell you sometimes they can be very, very shortsighted. We also had the other body, and they can be equally shortsighted. But we had to bring this bill together so it can become a law.

I am asking my colleagues tonight to keep in mind, this is not a bailout. This is an attempt to keep a vital part of our economy working. This is, in fact, crucial to the total economy of this Nation that we pass this legislation tonight. I urge my colleagues to think of this and to vote for final passage.

Mr. BORSKI. Mr. Speaker, I rise in strong support of the bill before us today. Some are asking why we need a bill specifically for the airlines, when so many other sectors of the economy need our help as well. The answer is simple—we have to.

September 11, 2001 changed everything in our world. Including the continuing stability and viability of the U.S. aviation system. The aviation industry normally constitutes 10 percent of our national gross domestic product. In my City of Philadelphia, the airline industry is a \$7.4 billion economic engine. I cannot stress it enough that if we do not help this industry now, today, it will not be the same viable transportation system as we know it and layoffs will be even more staggering than we are currently witnessing.

The situation the airline industry finds itself was not one of their making. Within hours of the first strike, Secretary Mineta made the difficult, yet crucial decision to ground all flights in the U.S. and divert others. It was the federal government's correct choice to close the airlines' doors for four days and it was this decision that also caused the industry to lose \$200 million a day for each day their flights were grounded.

On the principle of fairness, it must also be the responsibility of the federal government to restore this industry's economic solvency. To act otherwise, will be devastating to our nation's transportation infrastructure and crippling to our national economy.

Additionally, airlines will not become viable until the American people are convinced that they are secure. I comment Transportation Secretary Mineta for creating two task force teams to report and advise on airline and airport security. I also look forward to this Congress passing legislation to federalize the aviation security system. For far too long, these workers have been underpaid, overworked, and unappreciated. I am confident that the federal government can and will create a credible and well-trained federal enforcement aviation security system as soon as possible.

We are passing this legislation tonight to not only restore the trust in our aviation industry, but also for the men and women who drive the industry forward—the airline employees. In 2000 alone, these dedicated employees served approximately 670 million passengers traveling over 700 billion miles, and provided over 25 billion ton miles of freight delivery. While some may argue that this bill hurts airline employees, I believe it does just the opposite.

I am saddened and angered by the layoffs we have already seen as a result of the September 11th attacks. But if we do not pass this bill tonight, all 1.2 million U.S. airline employees are in jeopardy of losing their jobs. If we can enact H.R. 2926 as soon as possible, it will only accelerate the airline industry's ability to get back on their feet and put them in a position to rehire some of the workers already laid off. The faster we can increase the demand for flights, the faster airline employees can get back to their jobs.

In addition, I take our Leaderships' word that we will bring to the House floor, legislation to assist the airline employees that have already been effected by these tragedies. Within the next week or so I am confident that we will have an employee assistance package in hand, ready for these American heroes.

Mr. Speaker, I vote for this bill for the traveling public, the aviation employees, the American people, and all other business that rely on or are affected by the aviation industry.

Again, I urge my colleagues to vote for this important and necessary piece of legislation.

Ms. LEE. Mr. Speaker, I rise today to support H.R. 2926, the Airline Stabilization Act, which will revitalize our economy and protect jobs in my district and around the country. I do so with the strong intention of supporting additional legislation, scheduled to be considered on the House floor next, that will provide relief for airport workers and those who have already lost their jobs in the airline industry. I also believe Congress needs to provide additional resources for airport security as soon as possible.

Part of the aftermath of the tragedy our entire nation suffered on September 11 is that important industries in our nation's economy have become vulnerable. One of the most visibly affected industries has been the airline industry.

We know of 100,000 nationwide layoffs because airplanes were grounded for four days and because activity at our national airports which came to a halt, are only now slowly beginning to become active again.

As our nation recovers from this national tragedy, I believe that we must swiftly aid in this recovery. It is our obligation to help revive and ensure the viability of the airline industry by giving them the economic boost they require today.

I believe that by getting our airline industry back on track, our nation's economy as a whole will prosper, and we will prevent the loss of even more jobs in the long term.

Funds are included in this bill to give direct, prompt assistance to the airline industry. But the vast majority of the funds in the bill are loans that will be repaid. Additionally, there is a provision in the bill that I strongly support, to limit CEO compensation by putting a cap on executive salaries over \$300,000 for two years.

While I am cognizant that this bill does not contain language that would provide relief for workers who have been affected, nor does it include language that would provide increased security measures, I do believe that this bill will help to ensure solvency for much of the airline industry and prevent further job losses.

I have stated since the tragedy last week that we must look for a multifaceted solution to this multifaceted problem. This bill is one small step toward restoring one facet—our economy—and for that reason I will support this bill.

Mr. UDALL of Colorado. Mr. Speaker, I am disappointed about the way the House has handled this legislation. I think legislation to help the airline industry is urgently needed, but I think this bill falls far short of doing everything that urgently needs to be done.

I voted against the rule because I thought we should be taking the time to do a better job before we go home for the weekend. And I voted for the motion to recommit because it would have made the bill better.

I wish that the outcome to those votes had been different, because I am not enthusiastic about this bill.

I am not enthusiastic about it because while it will help the airlines, it does not do enough for the airline employees who are facing unemployment.

I am not enthusiastic about it because it does not do enough to address the effects of the airlines' problems on many other businesses.

And I am not enthusiastic about this bill because it does nothing to respond to the very urgent need to improve the safety and security of airline passengers and the American people—a need that I think nobody can deny after the tragic and criminal events of last week.

Still, while not enthusiastic about the bill I will vote for it because I think it is urgently needed.

And, above all else, I will vote for it because of the assurance of the Speaker and the leadership that the House will act quickly to address the problems of employees and the other things that should have been part of the

legislation. On that basis, and that basis alone, I am prepared to support passage of this incomplete and unbalanced bill.

Ms. KILPATRICK. Mr. Speaker, by bringing this bill up without extensive debate or scrutiny and without the opportunity for amendment, we are being asked to buy a pig in a poke.

I want to assist the airline industry. The condition of the industry was marginal before September 11. Since the assault on America, we now find it in a critical state.

In helping the airlines, we are protecting airline industry executives, managers and stockholders. I am not opposed to that if that is what it takes to rebuild the air transport system. But in the wake of trying to pull together a bill that will bridge the industry until some normalization in the system is restored, we are forgetting about the rank and file employees. These are the baggage handlers, the skycaps, the flight attendants, and the ticket agents who are the victims of last week's shutdown and who now find themselves out on the street. There is no provision in this bill that will help bridge them and their families until the air transport system is back on its feet.

The leadership has promised to bring up legislation next week to provide compensation for workers, families and victims adversely impacted by this tragic incident. My problem with this "promise" is that it does not have the united commitment of the leadership on the other side of the aisle. That's why I am skeptical of supporting this bill on these terms, under these conditions.

More often than not, legislating quickly is legislating badly. Many Members in this chamber have cited the precedents of the Chrysler and New York City loan guarantees. Although I was not a Member of Congress when Congress acted on these proposals, I supported their passage and encouraged my representative in Congress to vote for their approval. The difference between those financial assistance packages and the one that is before us today is that the Chrysler and New York City relief bills were debated at length in committee, in private negotiations with the White House and industry executives, and on the floor of the House and the Senate. The legislative process worked deliberately and ultimately wisely. Chrysler and New York City repaid their federal loans and the federal government actually earned a profit in the process.

But this case is different. We are being asked to pass a \$15 billion assistance package to rescue the industry. According to one source, the \$5 billion in direct aid is more than four times the amount of the actual losses actually experienced by the airline industry. I am not here to argue about the size of the package, although it does lead one to ask if we are buying a pig in a poke. The problem is that it is a halfway measure. The bill provides no lifeline to the tens of thousands of workers who have just been laid off and to the low- and tip-wage workers who were regulated out of their jobs for reasons of increased air security. I am prepared to rescue the airline and airport executives, stockholders and managers. But I am not prepared to forget those who lost their jobs under these extraordinary circumstances.

We all have a large stake in rebuilding and rescuing the air transport system. Mr. OBERSTAR has done a great job to move this bill forward, and I have enormous respect for his leadership and knowledge of and competency in the airline industry. However, I regret that I

have to vote against this bill because it ignores the very people who make the system work.

Mr. MCGOVERN. Mr. Speaker, I rise in support of the Air Transportation Safety and System Stabilization Act. Although I am voting for this bill today, I do not think that this bill is the best possible bill or the only bill that we should enact to stabilize the airline industry and its supporting industries in response to the tragic September 11 attack on the United States. There are a number of issues that this bill does not address.

Most importantly, I do not think that the bill adequately provides for the tens of thousands of airline industry employees that are facing imminent layoffs. These are the men and women that were on the front lines of the September 11 attack, many of whom would bravely and willingly go right back up into our skies to literally keep this economy and this country moving.

Additionally, I think that we should use this as an opportunity to drastically improve airline and airport security. I would have liked to have seen a bill that provided additional funding for the possible federalization of passenger screening facilities in our airports and an increase in the number of armed Sky Marshals in on board planes. I hope that Congress will act on both these issues as quickly as possible.

But the bottom line is that in this time of need the federal government must take strong action to stabilize the airline industry and the economy and to insure the continuity of safe and efficient air travel. A strong airline industry is critical to our national economy.

The airline industry has suffered immense and unprecedented financial damage from the events of September 11 and their aftermath. Unless substantial financial assistance is made available immediately, a major portion of the industry will fail financially over the next year; we will come out of the recovery period with, at best, a non-competitive, weak industry of only a few carriers, and, at worst, no viable survivors, no low fare competitors and the possible prospect of re-regulation or a government takeover. In either case, we would be likely to get much higher fares and less service than we had before September 11.

Mr. Speaker, last Friday we brought a stabilization bill to the floor and failed to act on it. This week, the airlines announced thousands of layoffs. This Friday I will vote in support of this bill and will urge my colleagues to support this bill, because if we act today, I can only hope that we will be able to save some jobs next week.

Mr. COLLINS. Mr. Speaker, Congress is taking important steps today to provide real short-term relief for the industry. The Air Transportation System Stabilization Act (H.R. 2926) delivers on the commitment supported by Congress and stated firmly by President George Bush in his address to the nation last night—"We will come together to promote stability and keep our airlines flying with direct assistance during this emergency."

For several days last week the U.S. government closed down the domestic aviation industry—a decision that was vital to the interest and safety of our country in a crisis situation. Now that the industry is back online, it is equally vital to our nation that we take steps to ensure that the public continues to have access to viable, competitive aviation transportation.

Today we are asking the taxpayers to provide a huge injection into the arm of the aviation industry. But the cash infusion, the tax deferral and the financial guarantees from Congress are only one part of the formula. We have also heard about a lot of talk tonight about providing additional legislation which provides a whole slew of health, unemployment benefits, in addition to those that already exist under current law.

But rather than double dip from the taxpayers, the aviation industry should use the initial taxpayer assistance provided through H.R. 2926, to keep their employees on board and utilize these professionally-trained men and women.

In order to survive, airlines must focus on reestablishing confidence among the American consumer. The only way you are going to get people back on planes, is to assure them that air travel is 110 percent safe.

Airlines should consolidate flights and dedicate non-flying personnel to increased security inspections. Rather than laying off employees during this travel slowdown, why not utilize their professional training by putting them throughout airports to increase passenger security checks and baggage inspection.

It's a fact that the elevated security status means that federal employees are already being pulled from non-aviation assignments throughout the government to meet the increased demand for security precautions in airports. At least on a temporary basis, airline employees should be utilized in the same capacity—to increase security of airports and provide the consumers with the confidence they need in order to return to the airways.

Mr. LEVIN. Mr. Speaker, disintegration of the airline network of America is simply not a viable alternative for our nation. Therefore, I will vote for this bill. Defeating it would be a worse alternative than passing it. But passing it must not obscure the serious shortcomings of this bill. It fails to address the serious holes in key parts of the safety net to help hold up those who suffer as a result of the tragedy of September 11. There are severe gaps in our unemployment compensation system and in our retraining structure that must be addressed or else many, if not most, of the displaced will be out in the cold economically. Many of these same persons will be left without health coverage.

We have been assured by the Speaker in a colloquy with the minority leader that the appropriate committees will turn their attention promptly to important outstanding issues, which must include those mentioned earlier. As a member of the Ways and Means Committee and the Subcommittee which has jurisdiction over unemployment compensation and some retraining programs, I intend to join in active efforts consistent with the assurances in the colloquy.

This Congress must also take far more vigorous steps to dramatically strengthen airline security, and I mean dramatically. This bill does not begin to do so. If the public does not retain confidence that they can fly safely, most will not fly and when nothing in this bill will safeguard the financial integrity of the airline industry.

The vote tonight must lead to further steps, and soon.

Ms. MCCARTHY of Missouri. Mr. Speaker, I rise today to express my support for H.R. 2926, the Air Transportation System Stabilization Act. I also must express my concerns for

what is not contained in the legislation. While the assistance provided by this measure is absolutely essential to keep our airlines operating, the lack of provisions to address the needs of thousands of airline workers who were told by the government not to report to work and who will not be compensated for complying with that request is wrong. The bill lacks important provisions to increase security for pilots, crew and passenger that are needed to restore people's confidence in the industry that is so important to regaining the economic viability of the industry. At a time such as this, only the federal government can help restore that confidence, and I fear that this bill does not go far enough to accomplish this critical task.

These terrorist attacks were aimed at disrupting our economy and destroying our way of life. The destruction that followed has threatened not only the economic viability of the airline industry, but the livelihood of workers employed by air carriers, manufacturers, and the hospitality industry. Each day that flights are grounded resulted in a loss over \$300 million a day for the industry. The airlines expect to lose \$24 billion in the next year due to the aftermath of the attacks.

Without federal aid, many carriers may go bankrupt. I support the provisions in the bill that will help the industry remain economically viable, such as the \$5 billion in direct aid and \$10 billion in loan guarantees. However, none of this money goes towards helping the tens of thousands of hard working Americans who now have no assistance to help them while they search for new jobs or maintain their health insurance. We must address their concerns as well as the concerns of other industries tied in with the airline industry.

My home state of Missouri will be considerably affected if an economic recovery package is not enacted soon. Missouri is home to Vanguard Airlines, a regional, low-fare airline that serves the metropolitan Kansas City area by linking it with the 14 largest cities in the United States. The company employs nearly 1,000 residents in Missouri and Kansas and is an integral part of the state and regional transport economies. In addition, American Airlines has an enormous presence in the state. As part of its merger agreement with Trans World Airlines (TWA), American has incorporated TWA's hub in St. Louis and its overhaul base in Kansas City. American Airlines employs almost 13,000 people and makes up a significant portion of Missouri's workforce. A considerable curtailment of its operations or those of Vanguard Airlines would be devastating to the state's economy.

This measure is only a first step towards putting the airline industry back on solid financial ground. It is incomplete. We must continue to work to bolster the security of the airlines, returning air marshals to skies and implementing the latest technologies available to ensure the traveling public that hijackings will not occur again. We cannot ignore the needs of the thousands of workers who have lost their jobs. If we do not provide the support needed, the temporary nature of the layoffs and furloughs will be harder to overcome and lengthen the effect. I strongly urge my colleagues to revisit this issue immediately and continue to be vigilant in addressing the needs of the industry's employees and families, and do what is necessary to restore the confidence of the American people in this most vital of industries.

Ms. PRYCE of Ohio. Mr. Speaker, I rise in support of this bill and ask that this letter be included in the RECORD.

ASSOCIATION OF TRIAL LAWYERS OF AMERICA,

September 21, 2001.

Hon. DENNIS HASTERT, Speaker and Hon.

RICHARD GEPHARDT, Democratic Leader,

U.S. House of Representatives, Washington, DC.

DEAR MR. SPEAKER AND MR. LEADER: The Association of Trial Lawyers of America (ATLA) commends the United States Congress and President Bush for their leadership and decision to put families victimized by our national tragedy first and to ease their pain by expediting appropriate relief to them through the "September 11 Compensation Fund of 2001," created by H.R. 2926, the Air Transportation Safety and System Stabilization Act.

ATLA agrees with you that extraordinary situations demand extraordinary responses.

At least seven thousand families are hurting more than any of us can imagine. And, because the first priority of every American should be prompt and full justice for the thousands of families who know first-hand the unspeakable horror visited upon the world on September 11, 2001, members of ATLA will provide free legal services to any family wishing to pursue justice through the fund established by this unprecedented, humanitarian legislation.

ATLA believes that 100% of the compensation from the fund should go directly to these families.

The officers and Executive Committee of ATLA have volunteered to be the first attorneys to provide legal services free of charge under this program.

God Bless America.

Sincerely,

LEO V. BOYLE, President.

On behalf of the 60,000 men and women of ATLA.

Mr. LaFALCE. Mr. Speaker, I rise in opposition to this legislation. Let me first acknowledge that this bill is much better than the bill we were asked to consider under unanimous consent one week ago. The fiduciary provisions associated with the bill's \$10 billion in loan guarantees are better in this bill, because they were non-existent in last Friday's version. Today's bill creates a loan guarantee board, which includes Treasury, the Fed, and GAO—all critical players in any loan guarantee package. There was no Board last week; the President had total discretion. It sets conditions for establishing the magnitude and source of financial losses prior to the extension of any guarantees, including the authority to conduct audits of corporate financial statements. And it provides a mechanism for the federal government, and ultimately the taxpayers, to be compensated for the risks assumed in the loan guarantees.

All of these provisions are sound. Unfortunately, they are part of an overall package that is seriously deficient.

First, the bill contains no provision for federalization of airline security. Yet, this is the critical element needed to restore confidence among Americans so that they will fly again. No amount of financial support from the federal government will return the airlines to sound footing if the American people remain reluctant to fly. And for confidence to be restored, the American people need to know that the federal government will assume the responsibility for airport and air security. We have no concrete assurance that actions to federalize airline security will be forthcoming any time soon, if at all.

Second, this bill is deficient in its provision for worker relief. In fact, it contains absolutely no worker relief. It is critical that we expand unemployment insurance coverage to the many workers who will be jobless as a result of the terrorist attack, yet currently are not covered by unemployment insurance. It is also critical that we extend the term of unemployment insurance, so that jobless Americans can count on adequate financial support throughout the duration of unemployment. Further, we need to do more to provide health coverage for laid-off workers by expanding COBRA benefits, which are currently structured to effectively put health coverage out of reach for many of the unemployed. But again, none of these provisions are in the bill, and we have no assurances that they will be forthcoming any time soon, if at all.

Third, while providing no support for rank and file workers, even as tens of thousands of these workers are being laid-off, the bill provides a meaningless limit on CEO compensation, allowing them to continue to reap the massive compensation packages they received in the year 2000. Telling a corporate executive that if he received \$15 million last year he can receive no more than \$15 million this year is not my idea of "shared sacrifice."

It is little wonder that this bill does not have the support of labor unions. Any industry financial package must be based on the tenet of shared sacrifice, as we saw in the Chrysler support package—that package had the support of the labor unions. Clearly, the labor unions see little evidence of shared sacrifice in this legislation, and they oppose it strongly. The AFL-CIO states, "members of Congress are poised to stiff airline industry workers in the bailout bill."

Fourth, this bill distributes \$5 billion in grants and \$10 billion in loan guarantees according to the airlines' passenger capacity, not their passenger load, during the month of August. This provides windfalls to airlines who were in weak financial straits prior to last Tuesday's tragic events. This is a fiscally irresponsible measure. Financial support should be distributed based on measures that would better reflect the financial condition of the airlines prior to September 11th.

Fifth, the victim's compensation provisions in this bill create gross inequities by compensating for economic losses based solely on the deceased worker's earnings. As a result, the family of a worker who earned millions of dollars a year will receive many multiples of that amount in compensation, while a deceased minimum wage worker's family will receive much, much less.

Sixth, this bill does nothing to address the economic losses of the many businesses directly and indirectly associated with the airlines, especially the travel industry. Without any assurances that we can address those losses in other legislation, we must wonder about the level of support in this bill, \$15 billion, for a single industry. These other businesses have a legitimate claim to federal support; yet, there is no assurance from the Administration or congressional leadership that further funding will be made readily available.

Seventh, I am concerned that limitations on the liability of the airline industry alone will

merely shift lawsuits and losses from the airlines to other entities, setting off a chain of unintended consequences throughout the economy. The U.S. Chamber of Commerce opposes these provisions, saying that the provisions will have "dramatic and negative consequences on the entire business community."

Eighth, the bill only allows for warrants and other means of compensating the taxpayers for this bailout as they pertain to the loan guarantees. There are no such mechanisms associated with the \$5 billion cash infusion. Warrants should be extended as a condition of cash aid.

Ninth, the cash infusion is not accompanied by any language that would seek to reimburse the taxpayers for insurance payments received by the airlines under business interruption or physical disaster insurance policies. The airlines will receive payments from these policies, and they should return any cash assistance to the government that is offset by such payments.

Finally, I must ask, why are we rushing through a bill that includes all of these deficiencies tonight? Why can't we have a few more days, with more input from Members, to craft a package that makes sense in its entirety? Let me remind my colleagues that we will have no opportunity to improve this bill during a conference committee, because no conference will occur. I oppose this specific bill, but I remain eager to come back and craft a new and much better package.

Mr. REYES. Mr. Speaker, I rise today in strong support of H.R. 2629, the Air Transportation System Stabilization Act. As our nation begins the hearing process in the aftermath of last week's attacks, we must focus our efforts toward getting back to the important business of our nation. I appreciate the hard work of Chairman YOUNG, Ranking Member OBERSTAR and all of the Members on the Committee on Transportation and Infrastructure, for crafting this legislative relief package for the airline industry. We as a Congress and a nation need to continue to unite during this tragedy, set aside partisanship, and focus on issues that protect our way of life. We need to pass this important bill.

Addressing the immediate situation confronting the airline industry must be one of our top priorities. The airline industry provides an essential public service and is an integral component of the United States national transportation infrastructure. For example, during calendar year 2000, the 1.2 million U.S. airline employees served approximately 670 million passengers traveling over 700 billion miles and provided over 25 billion ton miles of freight delivery.

The terrorist attacks have had a grave and dramatic effect on the airline industry. As we as a nation comes to grips with the vulnerability of our transportation systems to terrorist attacks, more resources will need to be allocated to assure the safety and security of everyone who travels by air. This will cost a tremendous amount of money and should not be borne solely by the airline industry.

The effect is not only being felt with airlines, but also in travel agencies and other businesses associated with the travel industry. As a Congress, we need to do everything in our power to assist the many people across our country who have businesses that have been adversely effected due to the dramatically reduced demand for air service. Airlines are re-

ducing flight schedules and are expected to announce the layoff of 100,000 employees in the near future. Federal assistance to the airlines is an important first step, however, assistance must also be provided to our businesses that are dependent on the airlines. There are many businesses in my district and districts across the country who are facing severe layoffs. Travel agencies, which are losing \$26 million per day, restaurants, hotels, cruise lines and many, many others are experiencing great hardship. We need to make sure that we address their issues.

Without immediate and significant U.S. government financial support, many U.S. airlines will go bankrupt, severely threatening our way of life. It is estimated that the overall impact on the airline industry alone from the September 11th attack will be \$24 billion based on anticipated revenue declines and cost increases. H.R. 2629 goes a long way toward stabilizing the airlines by providing \$5 billion in direct grants and an additional \$10 billion in loan guarantees.

Safe and efficient air travel must remain a national priority. A strong airline industry is vital to our economy and the security of our country. I pledge my support for this important piece of legislation and urge my colleagues to vote in favor of it.

Mr. UNDERWOOD. Mr. Speaker, I rise in strong support of this important and needed legislation to preserve the continued viability of our country's air transportation system. The financial condition of our nation's commercial airline industry in the aftermath of the catastrophic events that occurred on September 11 is of the utmost importance. Stability and service continuity within the industry is desperately needed as it affects not only the airline industry itself, but also our entire economy and marketplace, from manufacturing, to travel and tourism, to the transportation of goods and services, to mail delivery. These industries are on the verge of facing a crisis and they will not survive if we do not act now.

This relief package is particularly vital to Guam and the territories, whose geographical isolation and distance from the U.S. mainland makes air service costly and challenging to begin with and that much more vulnerable to cutbacks and downsizing in times of difficulty.

If this legislation is not passed soon and quickly, the isolated territories and jurisdictions like Guam and other U.S. Pacific Islands, will face enormous and disproportionate economic and social repercussions. These areas are significantly dependent upon the industry, much more so than other areas in our country where alternative modes of transportation are available.

Guam, which is seven hours flying time from Hawaii and nineteen flying hours from Washington, D.C., is the furthest U.S. jurisdiction from our nation's capital. For years, Continental Micronesia has provided Guam with excellent air and cargo service. Without their continued and unimpaired service, the people of Guam are essentially left with no viable and reliable air service to Hawaii and the U.S. mainland via U.S. routes. Air service, both passenger and cargo, is vital to our economic development and tourism industry.

The recent announcement by Continental Airlines of a system-wide reduction of flights by 20 percent and a lay off of 12,000 people or about 20% of its parent company work force underscores the necessity for this legis-

lation. Continental Micronesia is the largest private employer on Guam and is the only commercial airline that flies between Guam and Hawaii. Hawaii is a required stop for travelers between Guam and the U.S. mainland, unless individuals travel to Guam via Asia on Northwest or international air carriers. Due to Guam's close proximity to Asia, Guam has been more impacted than most U.S. jurisdictions from the Asian financial crisis, particularly in Japan, for the last several years. With an unemployment rate of over 15% and the anticipated decrease in tourism, this legislation becomes more important. The economic impact that a single commercial airline's cutbacks may have on an isolated jurisdiction like Guam is potentially devastating. Continental Micronesia employs near 2000 workers. Apart from being the only commercial passenger carrier between Hawaii and Guam, Continental Micronesia provides a key role in the delivery of mail and cargo service, including medical specimens and commercial goods. Their ability to sustain these services is essential. They are in dire need of our support.

Air arrivals to Guam have dropped 40 percent since last week and everyday more and more airport, airline, and tourism employees have been furloughed or laid off. The Guam International Airport has done all it can to mitigate the financial burden on our airlines, including reducing passenger fees, but they cannot solve the recovery problem alone. I believe that consideration should be given to the impact on our nation's airports by providing assistance in the implementation of heightened security requirements. Requiring improved screening devices and other security functions will come at a significant cost. Successful implementation of and compliance with these new standards necessitates federal financial support.

I strongly support this commercial airline relief package and urge its expeditious consideration and passage. This legislation is good for our nation, good for our economy, and good for our future. We should take all the necessary steps to safeguard our airline industry from crippling in the midst of catastrophic circumstances. I thank the Transportation and Infrastructure Committee Chairman, Mr. YOUNG, and the Ranking Member, Mr. OBERSTAR, for their leadership and concern.

Mr. RAHALL. Mr. Speaker, I rise in support of this bill to stabilize the airline industry. Since the September 11 tragedy, the airlines have lost \$5 billion. There is fear in the industry that we could lose a possible 100,000 jobs. This include pilots, flight attendants, mechanics, sky caps, and other airport-related jobs like firefighters and food service workers.

This bill will save these workers from layoffs. I share the concerns expressed by unions that the bill does not provide protections for dislocated workers, and extended health care coverage for airline workers.

Speaker HASTERT and Democratic Leader GEPHARDT have pledged that the House will bring up a bill to help the workers expeditiously. I will help to write this bill and will work to get it enacted into law as quickly as possible.

I have always supported the American worker, and the unions, and will continue to do my best to support legislation that will protect the quality of life for the American worker.

Today, we are in a unique situation. Never, in the history of this nation, have we experienced the horror of September 11. We must

pass legislation one step at a time. Today, we will pass legislation to stabilize the airline industry and to save jobs in the airline industry. Then we will pass legislation to help displaced workers and to overhaul airport security.

Today's bill give the airlines an infusion of cash. Before the tragedy of September 11, the airlines were already burdened with a heavy debt load. Business was down due to a soft economy.

The bill will provide \$5 billion to the airlines and \$10 billion in loan guarantees. This will prevent a negative ripple effect in the economy, and will save jobs.

If the airlines were to go under, we would see a negative effect on domestic and international commerce, in economic development, agriculture, travel and tourism, the hotel-motel industry, the entertainment industry, sports events, rail, water and highway transportation, including the trucking industry, and the list goes on.

My constituents in West Virginia were worried that air service to rural areas and small towns would be irreparably damaged if the airlines go under. Already, USAirways and other major airlines announced a cutback in flights.

I am pleased that this bill provided \$120 million for essential air service to small communities for fiscal year 2002. This will ensure that small communities like Beckley, Bluefield and Lewisburg, West Virginia can continue to provide the most adequate air service to West Virginians.

In closing, we must remember that we are considering legislation under the most extraordinary circumstances. We must help the airline industry to stabilize, and then we will turn our immediate attention to the providing the most comprehensive protections, and extension of health care coverage, to the American workers who were displaced by this heinous crime.

Mrs. MCCARTHY of New York. Mr. Speaker, the tragic events of last week have left the airline industry in complete disarray. The significant reductions in service, caused by poor consumer confidence, has led to significant job loss within the airline industry. The ripple effect is already seen throughout our economy with substantial declines in the stock market, significant reductions in restaurant patronage, and an overall decline in consumer spending. Because of these factors, this stabilization package is needed to prevent further job loss, not only within the airline community, but also businesses dependent upon the prosperity of this industry.

Although I believe this bailout package is needed, the bill is not without its shortcomings. The absence of a provision to protect workers is extremely troublesome. Thousands of displaced workers are forced to rely upon substantially reduced unemployment benefits without health benefits. This is not the way a dedicated and reliable workforce should be treated. I understand the fact that labor is the airline industry's largest expense, and is contingent upon the number of airplanes and customers in the air. However, I believe the federal government should have adequately addressed the numerous layoffs within this legislation.

My disappointment over the lack of worker protections is countered by a need to preserve the jobs we still have within the airline industry. Allowing the complete decimation of this industry benefits no one. It is my hope this bailout package assists the airline industry in

a manner that allows it to, someday, rehire the workers it was forced to lay off. Nonetheless, my support for this legislation has not deterred my desire to assist workers that are displaced because of this terrible tragedy. The need to preserve the airline industry should not drown out the need to preserve its workforce. I urge leadership in both parties to address their needs in the same expedient fashion.

Mr. BENTSEN. Mr. Speaker, I rise today in strong support of the Air Transportation System Stabilization Act, legislation that would provide immediate financial assistance to our nation's airlines. As the representative for William P. Hobby Airport, in Houston, Texas, and many Continental Airline employees who have been adversely impacted by last week's events, I strongly believe that we must assist our airlines. Last week, the federal government in response to the terrorist attacks, required that all airplanes be grounded for an extended period. This unprecedented event has caused financial harm to our airlines and we need to support them to ensure that they may continue to operate. It is estimated that for every directly employed airline employee, there are six ancillary jobs which are connected to these jobs. Our economy and our transportation infrastructure depend upon the airline industry to be operating at its full capacity.

This legislation would provide two forms of financial assistance, including \$5 billion in direct compensation to reimburse airlines for the cost of grounding their planes last week this direct payment would also help airlines to cover the cost of reduced trips and ridership during the month of September. In order to protect taxpayer funds. This direct compensation program requires that the Comptroller General of the General Accounting Office (GAO) as well as the Secretary of Transportation to audit financial statements to justify the loss compensation payments.

Second, this bill would provide \$10 billion in loan guarantees so the airlines can have access to our capital markets. Earlier this week, we learned that the capital markets have evaluated the risks and have decided to decline to offer credit and capital to our airlines. This is due in part to the recent terrorist attacks. By providing federal government loan guarantees, we will help the airline industry to get the liquidity it needs to rebuild ridership. Our nation's transportation is the envy of the world. However, with the intentional grounding of planes, we have caused serious financial hardship for these companies. I am pleased that the final package includes critically important changes which will strengthen this loan guarantee program. First, this legislation now requires that any loans or guarantees will be determined and overseen by a board which would be made up of the Chairman of the Federal Reserve, the Secretary of the Treasury and the Secretary of Transportation as well as the Comptroller General. I believe it is our fiduciary duty to ensure that these loans will be made in a reasonable, fair manner and will not jeopardize taxpayer funds. This Board will determine the terms and conditions under which airlines can apply for these loans. In addition, borrowers from these loans will be required to provide collateral where feasible in order to ensure that there will be an incentive for airlines to repay the federal government and taxpayers.

This comprehensive package also includes provisions to help the airline industry with the

immediate problem of cost-prohibitive liability insurance. Since the terrorists attacks, many insurance companies have either dramatically revised premiums or refused to renew such necessary insurance. Without such insurance, the capital markets have indicated that they will not provide liquidity to airlines, which is a capital-intensive industry. This liability section would require the federal government to cover the cost of liability insurance for 180 days after these attacks if carriers cannot obtain it. This section does not preclude any claims which individuals may wish to bring against the airline industry.

Another important provision in this legislation would require the President to spend \$3 billion on airline safety and security in order to restore public confidence in the airline industry. This \$3 billion would come from the \$40 billion that Congress has already provided to the President in order to recover from this devastating attack. This bill could have been more specific on security measures and we should press hard that the Transportation Department provide new rules very soon.

This bill would also establish a voluntary Victims Compensation fund so that victims of terrorist-related attacks of September 11 could seek compensation. This Fund would be administered by a Special Master appointed by the Attorney General. Air carrier liability is capped at the carriers' insurance company limit. Any additional liability would be assumed by the federal government. The federal government will provide compensation above this carrier liability. If victims elect to use this compensation program, they would be required to provide that they were damaged by these attacks. For victims who seek compensation through lawsuits, they would also be required to prove that the airlines were negligent and had caused them damage. However, I believe it is important that families ultimately still have the right to seek higher compensation through a legal case.

I agree with my colleagues that this bill is deficient in providing necessary assistance to those airline employees who have been or will be laid off as a result of the attack on America on September 11, 2001. Such provisions addressing unemployment compensation, job retraining and extended COBRA health benefits could have very easily been added to this bill and I regret that they were not. We have received a commitment from the leadership that a bill addressing these concerns will be brought up next week and it should.

I strongly believe that now is the time to provide confidence in our airport system. I urge my colleagues to support this legislation.

Mr. DELAHUNT. Mr. Speaker, I share the serious misgivings which others have expressed about this legislation. But I intend to support it—for two reasons. First, because I believe it is needed to preserve the viability of an entire industry—an industry which is at risk of collapse if we do not act now.

And second, because it will provide swift compensation to the victims and their families. They deserve everything we can do for them. The bill will give these families a way to obtain compensation without the expense, uncertainty, and pain of protracted litigation.

My chief concern is that the bill fails to provide any relief for the tens of thousands of airline workers who have been displaced as a result of the events of September 11. These workers are the heart and soul of the industry. It cannot function without them.

Were the need for this legislation any less acute, this issue alone would have caused me to oppose the measure until it could be addressed. But under the circumstances, I feel it would be even more unjust to hold these victims hostage. Again.

We have been assured that this matter will be taken up separately. If that promise is not kept we will bring shame on the House.

Finally, I want to express my appreciation to some people who get precious little praise in this institution. I ask permission to insert in the RECORD a letter to the Speaker from Mr. Leo Boyle, President of the Association of Trial Lawyers of America, pledging that members of his organization will provide free legal services to any family wishing to participate in the compensation fund. This means that claimants will be able to keep 100 percent of the proceeds.

This is just another example of the selflessness with which people from every walk of life have come together in our common cause.

ASSOCIATION OF TRIAL LAWYERS OF AMERICA,

September 21, 2001.

Hon. Dennis Hastert, Speaker
and Hon. Richard Gephardt, Democratic
Leader
U.S. House of Representatives
Washington, DC.

DEAR MR. SPEAKER AND MR. LEADER: The Association of Trial Lawyers of America (ATLA) commends the United States Congress and President Bush for their leadership and decision to put families victimized by our national tragedy first and to ease their pain by expediting appropriate relief to them through the "September 11th Compensation Act of 2001."

ATLA agrees with you that extraordinary situations demand extraordinary responses.

At least seven thousand families are hurting more than any of us can imagine. And, because the first priority of every American should be prompt and full justice for the thousands of families who know first-hand the unspeakable horror visited upon the world on September 11, 2001, members of ATLA will provide free legal services to any family wishing to pursue justice through the fund established by this unprecedented, humanitarian legislation.

ATLA believes that 100 percent of the compensation from the fund should go directly to these families.

The officers and Executive Committee of ATLA have volunteered to be the first attorneys to provide legal services free of charge under this program.

God Bless America.

Sincerely,

LEO V. BOYLE, President

On behalf of the 60,000 men and women of

ATLA

Mr. CONYERS. Mr. Speaker, I have a number of procedural and substantive concerns regarding the legislation before us.

In short, there has been almost no semblance of fair or deliberate procedure on the legislation. We had no committee markup. We had no committee hearings on the bill. The bill itself was drafted in the dead of night, and has not been available to most members until a few hours before the vote. This is not the way we should legislate on a minor piece of legislation, let alone a major bill that impacts our entire airline industry.

If this issue is so important, why are we voting so late this Friday evening, without time to review or consider these serious measures? Why not take the time to read this legislation carefully? In our desperation to help our fellow

citizens, I fear we are pushing to judgment without recognizing the complexity or importance of these issues.

In terms of substance, I also have grave concerns about the dollar amount we are giving to airline carriers, \$15 billion—\$5 billion in direct aid and \$10 billion in loan guarantees. First, we have no idea how the Members reached this dollar amount.

Second, we all know that the industry has and will face massive layoffs. More than 100,000 will be laid off in the industry, and Northwest announced 10,000 today. Yet the bill does not guarantee that a single employee will be rehired or will not be laid off.

Third, the bill does nothing to rehire the workers from the ancillary impacted industries—the airport workers, the hotel workers and the like. And what about the skycaps who work at substandard wages? The new security requirements mean they are totally out of the jobs. What does this bill do for them? Nothing.

I support the airline industry—but its needs must be balanced against all of our other priorities. Certainly, the air carriers need assistance but do they need it at the cost of Medicare and social security? As much as we think this legislation is needed, we must balance it with all of our priorities, and not sacrifice all of our priorities for the sake of one.

Finally, I would like to speak to the liability provisions of the bill. As Ranking Member of the Judiciary Committee, I was intimately involved in the crafting of Title IV, and I am happy to report that I can support this aspect of the legislation.

The key provision creates a victim compensation plan, which provides individuals, present during the September 11, 2001 terrorist-related aircraft crashes at the World Trade Center, the Pentagon, or site of the aircraft crash in Shanksville, Pennsylvania, or the passengers and crews of aircrafts involved in terrorist-related aircraft crashes, with due compensation. The legislation would provide compensation to any individual who was physically injured or killed as a result of the terrorist-related aircraft crashes of September 11, 2001. Specifically, the legislation authorizes a Special Master, appointed by the Attorney General, to review claims, within 120 days, submitted by claimants.

These claims would include notice of the death of the deceased or the harms suffered by the claimant, where the claim is filed on the behalf of a decedent, information of the claimants possible economic and noneconomic loss, and information regarding collateral sources of compensation the claimant has received or could receive. The submission of this claim would allow the claimants and relatives of the deceased to be compensated. By submitting a claim, the claimant waives the right to file or be a party to a civil action for damages as a result of the events on September 11, 2001. If an individual is a party to or has filed a civil action, that action must be withdrawn 90 days after the regulations regarding this Title are promulgated. 90 days after the date of enactment, the Attorney General, in consultation with the Special Master, will promulgate regulations to carry out this compensation plan.

The Special Master may not include amounts for punitive damages in any compensation packages. In addition, the Special Master will not consider negligence or any other theory of liability. Only one claim may be

filed and no claim may be filed two years after the date of enactment. Twenty days after the Special Master makes a determination of the amount of compensation due, the payment is authorized.

Finally, Section 409(b) of the legislation creates a Federal cause of action for damages arising out of the hijacking and subsequent crashes of September 11, 2001. Thus, individuals who elect not to be part of the victim compensation plan under this legislation have recourse of this Federal cause of action to claim damages. Of course, the availability of this new Federal action. This in no way supersedes recourse to the victim compensation fund, if the claimant so elects.

To help in the effort of aiding victims in receiving compensation, the Association of Trial Lawyers of America, has volunteered to provide legal services of its members, free of charge, under this program. I am attaching a copy of the letter to my statement. I commend the association for their extraordinary response to this extraordinary situation.

Mr. KIND. Mr. Speaker, I rise in support of this legislation.

In this time of crisis, it is essential that our nation maintain a strong economy for the upcoming challenges we will inevitably face. Having a viable, healthy airline industry is an essential component of a strong American economy.

There are, however, certain flaws in this bill. For instance, there is no language providing for the many thousands of airlines employees and their families that have been laid off. In addition, the provisions allowing for CEO compensation are questionable. How these currently unemployed workers receive nothing in this bill while CEO's are specifically allowed continued compensation based on the previous year is unacceptable. That is not my idea of shared sacrifice to get us through this difficult period. I look forward to debating legislation that provides relief to the airline workers in the upcoming weeks ahead.

Further, there are no specific provisions addressing air transportation safety concerns, that would bolster passenger confidence, and revitalize the industry.

My support for this bill is based on my understanding that an agreement between Minority Leader GEPHARDT and Speaker HASTERT has been made, ensuring Congress will address these important issues in the near future. These issues must be addressed and based on the Speaker's word, will be addressed.

Therefore, for the purposes of bipartisan unity, and based on the promise of future action on issues that will help those most hurt by this tragedy, I will support the legislation for the benefit of our Nation.

Mr. PORTMAN. Mr. Speaker, I rise in strong support for this legislation to preserve the viability of our nation's airlines needed as a direct result of the September 11, 2001 terrorist attacks on the United States.

The U.S. commercial airline transportation system is vital to our economy and our national security. The industry is an essential component of tourism, business transportation, and freight and mail delivery that contributes either directly or indirectly to more than 1 percent of the U.S. Gross Domestic Product. Furthermore, the primary aircraft and engine manufacturers for U.S. air carriers are also major

U.S. defense contractors. Many of these suppliers would probably become insolvent if the airline industry goes bankrupt.

Delta Airlines operates its second largest hub in the Greater Cincinnati area and Continental Airlines has a hub in Cleveland, so the people of Ohio have a major stake in seeing that these airlines continue to survive. Loss of these hubs would be financially devastating to the state of Ohio and our entire region.

Without the assistance provided in this legislation, many airlines are in danger of bankruptcy in the very near future. Nobody wins in this situation. Not the airlines, not their employees, and certainly not the American public. I urge passage of this important legislation. Thank you.

Mr. STARK. Mr. Speaker, I had hoped that the bipartisan, level-headed leadership that charted our legislative agenda last week would continue to prevail this week. The commercial airline industry is asking American taxpayers for a \$20 billion bailout. I don't want to see the airline industry dissolve, and I don't want to see thousands of hard-working Americans lose their jobs. But the bill before us today provides a bailout for corporations and their highly compensated executive officers that would have faced insolvency despite the current crisis. Furthermore, the bill does very little for the thousands of employees who are about to lose their jobs over this crisis. It is unconscionable to provide a bailout for the airline industry without simultaneously addressing the more pressing needs of U.S. airline workers.

The package does not include health insurance benefits or job retraining assistance for workers who have been laid off as a result of the loss. With this bill, Congress writes a fat check to the airline industry without any protections for airline workers. I am particularly concerned that we have done nothing to ensure that these workers' and their families' health needs will be met during this difficult time. On top of losing their jobs, their income and their livelihood, these hard working Americans are in danger of losing their health benefits and joining the already-massive ranks of the uninsured.

Fifteen years ago we passed a bill that enabled displaced workers to retain their health insurance for a limited time while they look for other work. But there's a catch—employers may charge employees the full premium, plus an additional 2 percent. Laid-off airline workers thus face a Hobson's choice between making ends meet and protecting their families against the risks of high healthcare bills. This legislation does nothing to save them from having to make that awful choice. At a minimum, we should ensure that part of this generous gift to the industry go toward guaranteeing these workers and their families continued health insurance coverage. I wish that my colleagues would develop the kind of compassion for working people that they have for corporations.

The Joint Economic Committee reports that the airline industry has lost \$1 billion since this national crisis began. Yet, Congress plans to give the industry \$5 billion to cover the incremental losses. This is an extra \$4 billion in taxpayer funds that don't need to be repaid and that don't cover losses from last Tuesday's catastrophe. We must also hold airlines accountable for any mismanagement they engaged in prior to these attacks. The bill before us does not ensure U.S. taxpayers that this is

the case. Instead, it allows the General Accounting Office to look at the funding allocation after Congress has already given them \$20 billion. It will take a subsequent act of Congress to recover any overpayments to the airline industry. We must act responsibly now. We must hold the airlines accountable for their own shortcomings. More importantly, however, we must address the needs of airline employees first. These employees provide the foundation of the airline industry and must be taken into consideration before any CEO walks away with more than his fair share.

Vote no on the Air Transportation System Stabilization Act.

Mrs. CHRISTENSEN. Mr. Speaker, I rise in support of the Air Transportation System Stabilization Act. While it doesn't include everything I would have liked to have included in the bill, I nonetheless support its passage because I strongly agree that without immediate government financial support, many U.S. airlines will go bankrupt as a result of the September 11th attack.

As someone who represents a district, which is singularly dependent upon tourism to fuel our local economy, the lack of airline service has been devastating to us. As of September 18, 2001, after four days of virtually no check-ins and a severe drop in hotel room occupancy because of last week's terrorist attacks, layoffs and dramatic cutbacks have already hit hotels in the Virgin Islands.

I believe Mr. Speaker that if we assist the airlines and keep the planes flying much of our economy will recover. We cannot afford to do otherwise or we will all suffer even more.

As a member of the steering committee of the Travel and Tourism Caucus, I am particularly aware of the importance of the airline industry to tourism and to our overall economy. Like it or not, air transportation is the engine that drives our nation's economy and it is especially important if our nation is to return to work and to normalcy. The staggering losses on Wall Street we saw this week illustrates the need for us to act and to act now.

We must also help those workers that will be and have been displaced because of last week's attack. In the coming days, this body must pass legislation to provide additional unemployment compensation to laid-off workers and to extend their health insurance coverage. The leadership in both the House and the Senate has pledged to address this issue very soon and I intend to do all I can to hold them to their word.

If we are to get the public flying again, however, we must address the security at our airports.

I call upon the President to call out the National Guard and the Reserve to have them man security at our airports until such time that we can enact legislation to create a federal airport security force to, as much as is possible, guarantee the safety of the flying public.

Is this a perfect bill? No it is not. Should we be assisting laid-off workers and other segments of our economy such as the hotel industry? Yes we most certainly should. But it is necessary that we act on this bill now, if we are to prevent a critical component of our economy from going out of business. Without the airlines flying there will be no guest to fill the hotels on St. Thomas and St. Croix nor cruise ship passengers to buy the gifts and products in our shops. Lets pass this bill and

then also pass legislation to take care of our workers and provide for the safety of all passengers.

Mr. YOUNG of Alaska. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. THORNBERRY). All time for debate has expired.

Pursuant to House Resolution 244, the bill is considered read for amendment, and the previous question is ordered.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

MOTION TO RECOMMIT OFFERED BY MR. DEFAZIO

Mr. DEFAZIO. Mr. Speaker, I offer a motion to recommit.

The SPEAKER pro tempore. Is the gentleman opposed to the bill?

Mr. DEFAZIO. I am in its present form, Mr. Speaker.

The SPEAKER pro tempore. The Clerk will report the motion to recommit.

The Clerk read as follows:

Mr. DEFAZIO moves to recommit the bill H.R. 2926 to the Committee on Transportation and Infrastructure with instructions to report the same back to the House forthwith with the following amendments:

Redesignate sections 106 and 107 of the bill as sections 107 and 108, respectively.

After section 106 of the bill, insert the following new section:

SEC. 107. REQUIREMENT TO COVER CERTAIN EMPLOYEE HEALTH INSURANCE COSTS.

(a) IN GENERAL.—The President may only provide financial assistance under this title to an air carrier after the air carrier enters into a legally binding agreement with the President that the air carrier agrees to pay, from any financial assistance received under this title, 100 percent of the costs attributable to providing health insurance coverage for each eligible employee of the air carrier during the 18-month period beginning upon the separation of such employee referred to in subsection (b).

(b) ELIGIBLE EMPLOYEE.—For purposes of this section, the term "eligible employee" means, with respect to an air carrier, an employee of the carrier who, during the 2-year period beginning September 11, 2001, and ending September 11, 2003, becomes involuntarily separated (except for cause) from employment with such air carrier.

At the end of the bill, add the following new title:

TITLE VII—SCREENING OF PASSENGERS AND PROPERTY

SEC. 501. SCREENING OF AIR PASSENGERS AND PROPERTY BY FAA.

Section 44901 of title 49, United States Code, is amended—

(1) in the second sentence of subsection (a) by striking "The" and inserting "Subject to subsection (d), the"; and

(2) by adding at the end the following:

"(d) SCREENING TO BE CONDUCTED BY FAA EMPLOYEES.—As soon as practicable after the date of enactment of this subsection, the screening of passengers and property under subsection (a) shall be carried out by employees of the Federal Aviation Administration. The Administrator may prioritize the undertaking of screening responsibilities under this section with respect to an airport based on the Administrator's assessment of the security threat to the airport."

Mr. YOUNG of Alaska (during the reading). Mr. Speaker, I ask unanimous

consent that the motion to recommit be considered as read and printed in the RECORD.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

Mr. DOGGETT. Mr. Speaker, I object.

The SPEAKER pro tempore. Objection is heard. The Clerk will continue to read.

The Clerk concluded the reading of the motion to recommit.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) is recognized for 5 minutes in support of his motion to recommit.

Mr. DEFAZIO. Mr. Speaker, I yield myself 1 minute and 15 seconds.

This does two simple things. I know we are going to hear, "The Senate didn't include this. We can't do it."

We can do it. We are the United States House of Representatives. We are the House of the people. We can add these simple provisions, these necessary provisions to this bill and the Senate, when they come back to town on Monday, can add them and we still beat the deadline the airlines have said they have of Wednesday.

It does two things: One, it says any airline that takes billions, or hundreds of millions, of dollars under this bill will have to carry the health insurance of employees they lay off for 18 months. I do not think that is too much to ask. That is the first provision.

The second provision says, and the airline CEOs who seem to be getting a lot here tonight agree with this, they said in committee they think screening should be federalized immediately; they just do not want to pay for it. I remove the provision that paid for it, so we would just in this bill federalize the screening, as the airline CEOs, the security experts, the FAA, all the experts say we need to do to get control. Knives were taken through by a BATF agent in Miami this week, this week, were smuggled through. The screening is still not working. We need Federal control.

Mr. Speaker, I yield 45 seconds to the gentleman from California (Mr. GEORGE MILLER).

Mr. GEORGE MILLER of California. I thank the gentleman for yielding time.

Mr. Speaker, this motion to recommit does two things: It deals with the health security of those workers who have been laid off, who are traumatized by the collateral damage through the horror we have witnessed. Secondly, it deals with what the American public wants us to deal. They are not flying those planes to Las Vegas, Florida, Minneapolis or anyplace else because they do not believe they are safe. They want this system federalized. They have had enough of the people sleeping at the security machines. They have had enough of people sneaking by them. They have had enough of the Federal agents going by the system all

of the time. They want it federalized, they want law enforcement officials there, and we ought to direct the FAA tonight to do it. Then we will start to see people get back on the airplanes.

We can talk about it. We can have commissions. We can have studies. This Congress ought to direct the FAA to do this, to federalize this air safety system in this country. Then people will fly again.

Mr. DEFAZIO. Mr. Speaker, I yield 45 seconds to the gentleman from Washington (Mr. INSLEE).

Mr. INSLEE. Mr. Speaker, I have tremendous respect for Speaker HASTERT whom I believe has done a great job showing a unified stand to the world in the last week. But I represent 20 to 30,000 Boeing employees. The one thing I can tell them is you just cannot ask them to eat good intentions. We cannot be sure that we are going to get anything out of this House except this vote tonight.

To my friends on this side of the aisle, let me suggest to you this to think about when you vote for this motion. Sure, we may see some package that addresses workers' rights. But I have not heard anything from my friends across the aisle that say it is not going to be attached to some poison pill. We need to show respect for the people who need help tonight. Support this motion.

Mr. DEFAZIO. Mr. Speaker, I yield 45 seconds to the gentleman from Texas (Mr. DOGGETT).

Mr. DOGGETT. Let us face it, folks, this bill without the motion to recommit leaves the whole question of security for the traveling public in a holding pattern. It is time to get it out of the holding pattern and bring it down to Earth. Because when you ask the American people tonight what their concerns are, it is, is it safe? Is it secure? Will somebody else be sneaking by the minimum wage employees that are out at the airport something that is unsafe?

This is the first measure considered on this floor that does something to address that concern. It will not hold this bill up a bit. Let us approve it and answer the basic concern of the American people. Flying is safe, it can be safe, if we are assured we have the security there and it is not somebody who is concerned with our most basic security who could not get a job somewhere else.

Mr. DEFAZIO. Mr. Speaker, I yield 45 seconds to the gentlewoman from Ohio (Mrs. JONES).

Mrs. JONES of Ohio. Mr. Speaker, I thank the gentleman for yielding time. In fact, we are talking about security for the people who ride on the planes and security as well for the workers who have been working for the airline industry for the past years. It is not much to ask to provide them some health care for 18 months. We have given the industry dollars, or we are giving the industry dollars to continue. It is not a lot to ask for security for

the fliers and riders on the airplanes who are entrusting their lives and their families to the airline industry.

I ask my colleagues to vote with us on this motion to recommit. I ask them to vote for health care insurance for the workers. Vote for security for the fliers. Put it in the hands of the FAA.

□ 2230

Mr. DEFAZIO. Mr. Speaker, I yield 45 seconds to the gentleman from Washington (Mr. MCDERMOTT).

Mr. MCDERMOTT. Mr. Speaker, Las Vegas is offering flights for \$1 to come to Las Vegas, and nobody is taking them. Now, even the gamblers know that the planes are not safe; and we ought to do something, as we are doing with this motion to recommit. But, more important than that, imagine what you would be like if you had a \$15,000 or a \$20,000 or \$30,000 job and you suddenly lost your health insurance, and you had a kid who had some problems, or you had cancer, or you had a husband or wife who had some problems, and you had no way in your unemployment insurance to pay for your COBRA.

When I left the State Department to run for Congress, I had to pick up my own under COBRA. Suddenly you have health insurance benefits and they cost \$750 a month. You cannot do that on unemployment.

Vote for the resolution.

The SPEAKER pro tempore (Mr. THORNBERRY). The time of the gentleman from Oregon (Mr. DEFAZIO) has expired.

Does the gentleman from Alaska (Mr. YOUNG) rise in opposition to the motion to recommit?

Mr. YOUNG of Alaska. Absolutely, Mr. Speaker.

The SPEAKER pro tempore. The gentleman from Alaska is recognized for 5 minutes.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 15 seconds to the gentleman from Pennsylvania (Mr. WELDON).

Mr. WELDON of Pennsylvania. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, we have just witnessed a very difficult, trying time in Washington. I know we cannot speak to the gallery, but tonight I hope our colleagues will join with me in recognizing one of our Urban Search and Rescue Teams from New Mexico, who are here observing our proceedings, for the great job they did at the Pentagon this past week.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 3 minutes to my good friend, the gentleman from California (Mr. HUNTER), the chairman of the Committee on Ways and Means.

Mr. THOMAS. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, first of all, this motion to recommit does have consequences. The unanimous consent under which the Senate took up the bill said that they would vote on the House bill if the

House bill was identical to the Senate bill. The Senate has finished its deliberations under the assumption that the House bill will be identical to the Senate bill. This motion to recommit will negate the unanimous consent agreement.

I find it ironic that less than 24 hours after the President of the United States came here in a joint session and said this was a battle of freedom versus fear, that what I just heard from a number of Members on the other side in arguing for this measure was fear.

I also find it ironic that a number of Members are upset that we are prolonging this debate because they want to catch planes to go home, and they are catching those planes because they believe they are safe, and they are going to fly, and they are going to fly back here for the next session, just as other people should. If, in fact, the attempt to pass this motion to recommit is based upon fear, they are wrong; and this motion should be defeated.

Secondly, the gentleman from Washington has made an urgent appeal that there are a number of people who are being laid off from Boeing and they should be taken care of in terms of their health care. This motion to recommit does not apply to a single Boeing employee. It refers very narrowly to any airline that takes a loan.

I have to tell the gentleman from Washington and the gentleman from Oregon that we are working today to make sure that not just the airline employees who have suffered and are being laid off, but every American who is laid off, should have the ability to get assistance on their health insurance needs if they are laid off.

The way you do that is to go back to the bipartisan legislation that we passed in 1996 called HIPA, which provided a window of opportunity for employees who are laid off to attach themselves to their former employer's insurance. It is true that under current law they have to pay the full cost of that, and what we are going to do is mitigate that cost, not just for the airline employees, not just reaching out beyond this narrow motion to recommit, but to the gentleman from Washington's Boeing employees, but, beyond that, anyone else in the secondary industry or other aspects that get laid off. That is the least we should do. It is not in this bill, but we are going to do it.

Just let me say, Mr. Speaker, that this bill is not perfect. There are a number of flaws in it, and we are going to have to deal with amendments as they come down the pike. But putting this motion to recommit in this bill makes it a fatal flaw; one, in terms of the Senate's unanimous consent agreement, but, secondly, why in the world are airline employees who are out of a job of any higher value than any other American who loses their job because of the consequences that we face?

Let us deal with this on a broad-based basis, and not on this motion to recommit.

Mr. YOUNG of Alaska. Mr. Speaker, I yield the balance of my time to the gentleman from Florida (Mr. MICA), the chairman of the Subcommittee on Aviation.

The SPEAKER pro tempore. The gentleman from Florida is recognized for 2 minutes.

Mr. MICA. Mr. Speaker, tonight we have to deal with facts. The provision in this bill of screening of passengers and properties is a smoke screen. This does not address the problem. Turning this responsibility over to somewhere between 18,000 and 27,000 new Federal aviation employees is not the answer, I can assure you.

What happened on September 11, we had turned over the responsibility to the Federal Aviation Administration. They did not have in place a rule or regulation or directive that stopped box-cutting knives or small knives to be on board airplanes.

Do not make a scapegoat out of the screeners. The screening process has been in limbo since we passed, in 1996, legislation directing FAA who they want to turn this over to, to get a rule out. It has taken 6 years, and today we still do not have a rule out for the certification of screeners; and that is who they want to turn this responsibility over to.

The airlines, yes, they want to give up this responsibility, but they testified yesterday that they would continue to pay for that. They do not want the responsibility; but, yes, they will pay for it. So that is a bogus argument.

We are working on legislation. We are trying to craft legislation that will make the right decision, not knee-jerk decision, spending billions, like they did after the TWA 800 crash when they spent billions. And we heard testimony of equipment ordered by the Congress that is sitting in warehouses not doing the job. Do not make the same mistake. Defeat the motion to recommit.

The SPEAKER pro tempore. All time for debate on the motion to recommit has expired.

Without objection, the previous question is ordered on the motion to recommit.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to recommit.

The question was taken; and the Speaker pro tempore announced that the yeas appeared to have it.

Mr. DEFazio. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, the Chair will reduce to 5 minutes the minimum time for any electronic vote on the question of final passage of the bill.

The vote was taken by electronic device, and there were—yeas 174, nays 239, not voting 17, as follows:

[Roll No. 347]

YEAS—174

Abercrombie
Ackerman

Allen
Andrews

Baca
Baird

Baldacci
Baldwin
Barcia
Barrett
Becerra
Bishop
Blagojevich
Blumenauer
Bonior
Borski
Boucher
Boyd
Brady (PA)
Brown (FL)
Brown (OH)
Capps
Capuano
Cardin
Clay
Clayton
Clement
Clyburn
Condit
Costello
Coyne
Crowley
Cummings
Davis (CA)
Davis (FL)
Davis (IL)
DeFazio
DeGette
Delahunt
DeLauro
Dicks
Doggett
Dooley
Doyle
Edwards
Engel
Eshoo
Etheridge
Evans
Farr
Fattah
Filner
Ford
Frank
Gephardt
Gonzalez
Gordon
Green (TX)
Gutierrez
Hall (OH)
Harman
Hastings (FL)
Hilliard

Hinchey
Hinojosa
Hoeffel
Holt
Honda
Hooley
Hoyer
Inslee
Israel
Jackson (IL)
Jackson-Lee
(TX)
Jefferson
Jones (OH)
Kaptur
Kennedy (RI)
Kildee
Kilpatrick
Kind (WI)
Klecza
Kucinich
LaFalce
Lampson
Langevin
Lantos
Larsen (WA)
Larson (CT)
Lee
Levin
Lewis (GA)
Lipinski
Loftgren
Lowey
Luther
Maloney (CT)
Maloney (NY)
Markey
Mascara
Matsui
McCarthy (MO)
McCarthy (NY)
McCollum
McDermott
McGovern
McIntyre
McKinney
McNulty
Meehan
Meeks (NY)
Menendez
Millender
McDonald
Miller, George
Mink
Mollohan
Moran (VA)
Nadler

Napolitano
Neal
Obey
Oliver
Ortiz
Owens
Pallone
Pascrell
Pastor
Payne
Pelosi
Peterson (MN)
Pomeroy
Price (NC)
Rahall
Rangel
Reyes
Rivers
Rodriguez
Roemer
Rothman
Roybal-Allard
Rush
Sanchez
Sanders
Sandlin
Sawyer
Schakowsky
Scott
Serrano
Sherman
Slaughter
Smith (WA)
Snyder
Solis
Spratt
Stark
Strickland
Stupak
Thompson (CA)
Thompson (MS)
Thurman
Tierney
Udall (CO)
Udall (NM)
Velazquez
Visclosky
Waters
Watson (CA)
Watt (NC)
Waxman
Weiner
Wexler
Woolsey
Wu
Wynn

NAYS—239

Aderholt
Akin
Armey
Bachus
Baker
Ballenger
Barr
Bartlett
Barton
Bass
Bentsen
Berkley
Berry
Biggert
Bilirakis
Blunt
Boehlert
Boehner
Bonilla
Bono
Boswell
Brady (TX)
Brown (SC)
Bryant
Burr
Burton
Buyer
Callahan
Calvert
Camp
Cannon
Cantor
Capito
Carson (OK)
Castle
Chabot
Chambliss
Coble
Collins
Combest

Cooksey
Cramer
Crane
Crenshaw
Cubin
Culberson
Cunningham
Davis, Jo Ann
Davis, Tom
Deal
DeLay
DeMint
Diaz-Balart
Doolittle
Dreier
Duncan
Dunn
Ehlers
Ehrlich
Emerson
English
Everett
Ferguson
Flake
Fletcher
Foley
Forbes
Frelinghuysen
Frost
Gallegly
Ganske
Gekas
Gibbons
Gilchrest
Gilman
Goode
Goodlatte
Goss
Graham
Granger

Graves
Green (WI)
Greenwood
Grucci
Gutknecht
Hall (TX)
Hansen
Hart
Hastings (WA)
Hayes
Hayworth
Herger
Hill
Hilleary
Hoekstra
Horn
Hostettler
Houghton
Hulshof
Hunter
Hyde
Isakson
Istook
Jenkins
John
Johnson (CT)
Johnson (IL)
Johnson, E. B.
Johnson, Sam
Jones (NC)
Kanjorski
Keller
Kelly
Kennedy (MN)
Kerns
King (NY)
Kingston
Kirk
Knollenberg
Kolbe

LaHood	Pickering	Smith (NJ)	Cantor	Hulshof	Pascrell	Watson (CA)	Weller	Wu
Largent	Pitts	Smith (TX)	Capito	Hunter	Pastor	Watt (NC)	Wexler	Wynn
Latham	Platts	Souder	Capps	Hyde	Payne	Watts (OK)	Whitfield	Young (AK)
LaTourette	Pombo	Stearns	Capuano	Isakson	Pelosi	Weiner	Wicker	Young (FL)
Leach	Portman	Stenholm	Cardin	Israel	Pence	Weldon (FL)	Wilson	
Lewis (CA)	Putnam	Stump	Carson (OK)	Istook	Peterson (PA)	Weldon (PA)	Wolf	
Lewis (KY)	Quinn	Sununu	Castle	Jackson-Lee	Petri			
LoBiondo	Radanovich	Sweeney	Chabot	(TX)	Phelps			
Lucas (KY)	Ramstad	Tancredo	Chambliss	Jefferson	Pickering	Baldwin	Hastings (FL)	Paul
Lucas (OK)	Regula	Tanner	Clay	Jenkins	Pitts	Becerra	Hilliard	Peterson (MN)
Manzullo	Rehberg	Tauscher	Clement	John	Platts	Blumenauer	Hinchey	Rush
Matheson	Reynolds	Tauzin	Coble	Johnson (CT)	Pombo	Bonior	Holt	Sanders
McCrery	Riley	Taylor (MS)	Collins	Johnson (IL)	Pomeroy	Brown (FL)	Inslee	Schakowsky
McHugh	Rogers (KY)	Taylor (NC)	Combest	Johnson, E. B.	Portman	Brown (OH)	Jackson (IL)	Scott
McInnis	Rogers (MI)	Terry	Cooksey	Johnson, Sam	Price (NC)	Clayton	Jones (OH)	Sensenbrenner
McKeon	Rohrabacher	Thomas	Cramer	Jones (NC)	Putnam	Clyburn	Kilpatrick	Smith (WA)
Meek (FL)	Ros-Lehtinen	Thornberry	Crane	Kanjorski	Quinn	Condit	Kucinich	Solis
Mica	Ross	Thune	Crenshaw	Keller	Radanovich	Costello	LaFalce	Stark
Miller (FL)	Roukema	Tiahrt	Crowley	Kelly	Rahall	Coyne	Lantos	Strickland
Miller, Gary	Royce	Tiberi	Cubin	Kennedy (MN)	Ramstad	Davis (IL)	Lewis (CA)	Stupak
Moore	Ryan (WI)	Toomey	Culberson	Kennedy (RI)	Rangel	DeFazio	Lipinski	Tancredo
Moran (KS)	Ryun (KS)	Trafigant	Cummings	Kerns	Regula	Doggett	Markey	Thompson (MS)
Morella	Sabo	Turner	Cunningham	Kildee	Rehberg	Filner	McDermott	Tierney
Murtha	Saxton	Upton	Davis (CA)	Kind (WI)	Reyes	Flake	Miller, George	Visclosky
Myrick	Schiff	Vitter	Davis (FL)	King (NY)	Reynolds	Frank	Obey	Waxman
Nethercutt	Schrock	Walden	Davis, Jo Ann	Kingston	Riley	Goode	Otter	Woolsey
Ney	Sensenbrenner	Walsh	Davis, Tom	Kirk	Rivers			
Northup	Sessions	Wamp	Deal	Klecza	Rodriguez	DeGette	Kaptur	
Norwood	Shadegg	Watkins (OK)	Delahunt	Knollenberg	Roemer			
Nussle	Shaw	Watts (OK)	DeLauro	Kolbe	Rogers (KY)			
Oberstar	Shays	Weldon (FL)	DeLay	LaHood	Rogers (MI)	Bereuter	Deutsch	Holden
Osborne	Sherwood	Weldon (PA)	DeMint	Lampson	Rohrabacher	Berman	Dingell	Issa
Ose	Shimkus	Weller	Diaz-Balart	Langevin	Ros-Lehtinen	Buyer	Fossella	Linder
Otter	Shows	Whitfield	Dicks	Largent	Ross	Carson (IN)	Gillmor	Pryce (OH)
Oxley	Shuster	Wicker	Dooley	Larsen (WA)	Rothman	Conyers	Hefley	Schaffer
Paul	Simmons	Wilson	Doolittle	Larson (CT)	Roukema	Cox	Hobson	Towns
Pence	Simpson	Wolf	Doyle	Latham	Roybal-Allard			
Peterson (PA)	Skeen	Young (AK)	Dreier	LaTourette	Royce			
Petri	Skelton	Young (FL)	Duncan	Leach	Ryan (WI)			
Phelps	Smith (MI)		Dunn	Lee	Ryun (KS)			
			Edwards	Levin	Sabo			
			Ehlers	Lewis (GA)	Sanchez			
			Ehrlich	Lewis (KY)	Sandlin			
			Emerson	LoBiondo	Sawyer			
			Engel	Lofgren	Saxton			
			English	Lowey	Schiff			
			Eshoo	Lucas (KY)	Schrock			
			Etheridge	Lucas (OK)	Serrano			
			Evans	Luther	Sessions			
			Everett	Maloney (CT)	Shadegg			
			Farr	Maloney (NY)	Shaw			
			Fattah	Manzullo	Shays			
			Ferguson	Mascara	Sherman			
			Fletcher	Matheson	Sherwood			
			Foley	Matsui	Shimkus			
			Forbes	McCarthy (MO)	Shows			
			Ford	McCarthy (NY)	Shuster			
			Frelinghuysen	McCollum	Simmons			
			Frost	McCrery	Simpson			
			Gallegly	McGovern	Skeen			
			Ganske	McHugh	Skelton			
			Gekas	McInnis	Slaughter			
			Gephardt	McIntyre	Smith (MI)			
			Gibbons	McKeon	Smith (NJ)			
			Gilchrest	McKinney	Smith (TX)			
			Gilman	McNulty	Snyder			
			Gonzalez	Meehan	Souder			
			Goodlatte	Meek (FL)	Spratt			
			Gordon	Meeks (NY)	Stearns			
			Goss	Menendez	Stenholm			
			Graham	Mica	Stump			
			Granger	Millender-	Sununu			
			Graves	McDonald	Sweeney			
			Green (TX)	Miller (FL)	Tanner			
			Green (WI)	Miller, Gary	Tauscher			
			Greenwood	Mink	Tauzin			
			Grucci	Mollohan	Taylor (MS)			
			Gutierrez	Moore	Taylor (NC)			
			Gutknecht	Moran (KS)	Terry			
			Hall (OH)	Moran (VA)	Thomas			
			Hall (TX)	Morella	Thompson (CA)			
			Hansen	Murtha	Thornberry			
			Harman	Myrick	Thune			
			Hart	Nadler	Thurman			
			Hastings (WA)	Napolitano	Tiahrt			
			Hayes	Neal	Tiberi			
			Hayworth	Nethercutt	Toomey			
			Herger	Ney	Trafigant			
			Hill	Northup	Turner			
			Hilleary	Norwood	Udall (CO)			
			Hinojosa	Nussle	Udall (NM)			
			Hoefel	Oberstar	Upton			
			Hoekstra	Olver	Velazquez			
			Honda	Ortiz	Vitter			
			Hoolley	Osborne	Walden			
			Horn	Ose	Walsh			
			Hostettler	Owens	Wamp			
			Houghton	Oxley	Waters			
			Hoyer	Pallone	Watkins (OK)			

NAYS—54

ANSWERED "PRESENT"—2

NOT VOTING—18

□ 2306

So the bill was passed.
The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. BUYER. Mr. Speaker, on rollcall number 348, the vote we just had, I inserted my card, pushed "yea" and left the Chamber only to learn from a colleague that I had not voted. I believed that I had voted. I came back in, and the record was closed. I would like for the record to indicate that I would have voted "yea" on rollcall number 348. I was present.

GENERAL LEAVE

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H.R. 2926, the bill just passed.

The SPEAKER pro tempore (Mr. THORNBERRY). Is there objection to the request of the gentleman from Alaska? There was no objection.

MESSAGE FROM THE SENATE

A message from the Senate by Mr. Monahan, one of its clerks, announced that the Senate has passed with amendments in which the concurrence of the House is requested, bills of the House of the following titles:

H.R. 2500. An act making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 2002, and for other purposes.

The message also announced the Senate insists upon its amendment to the bill (H.R. 2500) "An Act making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal

NOT VOTING—17

Bereuter	Dingell	Issa
Berman	Fossella	Linder
Carson (IN)	Gillmor	Pryce (OH)
Conyers	Hefley	Schaffer
Cox	Hobson	Towns
Deutsch	Holden	

□ 2257

Mrs. JOHNSON of Connecticut, Mr. DELAY, Mr. CRAMER, and Mrs. NORTHUP changed their vote from "yea" to "nay."

Mr. ORTIZ and Mr. VISCLOSKEY changed their vote from "nay" to "yea."

So the motion to recommit was rejected.

The result of the vote was announced as above recorded.

The SPEAKER pro tempore (Mr. THORNBERRY). The question is on the passage of the bill.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. YOUNG of Alaska. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The vote was taken by electronic device, and there were—yeas 356, nays 54, answered "present" 2, not voting 18, as follows:

[Roll No. 348]

YEAS—356

Abercrombie	Barrett	Bono
Ackerman	Bartlett	Borski
Aderholt	Barton	Boswell
Akin	Bass	Boucher
Allen	Bentsen	Boyd
Andrews	Berkley	Brady (PA)
Armey	Berry	Brady (TX)
Baca	Biggert	Brown (SC)
Bachus	Bilirakis	Bryant
Baird	Bishop	Burr
Baker	Blagojevich	Burton
Baldacci	Blunt	Callahan
Ballenger	Boehert	Calvert
Barcia	Boehner	Camp
Barr	Bonilla	Cannon

year ending September 30, 2002, and for other purposes" requests a conference with the House on the disagreeing votes of the two Houses thereon, and appoints Mr. HOLLINGS, Mr. INOUE, Ms. MIKULSKI, Mr. LEAHY, Mr. KOHL, Mrs. MURRAY, Mr. REED, Mr. BYRD, Mr. GREGG, Mr. STEVENS, Mr. DOMENICI, Mr. MCCONNELL, Mrs. HUTCHISON, Mr. CAMPBELL, and Mr. COCHRAN, be the conferees on the part of the Senate.

The message also announced that the Senate has passed with an amendment in which the concurrence of the House is requested a bill of the House of the following title:

H.R. 2510. An act to extend the expiration date of the Defense Production Act of 1950, and for other purposes.

LEGISLATIVE PROGRAM

(Mr. BONIOR asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BONIOR. Mr. Speaker, I would inquire of the distinguished majority leader the schedule for the remainder of the evening and next week.

Mr. ARMEY. Mr. Speaker, will the gentleman yield?

Mr. BONIOR. I yield to the gentleman from Texas.

Mr. ARMEY. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, I am pleased to announce that the House has completed its legislative business for the week. Let me say that again, Mr. Speaker: I am so very pleased that the House has completed its legislative business for the week.

The House will next meet for morning business on Monday, September 24, at 12:30 p.m. and 2 o'clock p.m. for legislative business. The House will consider a number of measures under suspension of the rules, and a continuing resolution.

On Monday, no recorded votes are expected before 6 o'clock p.m.

Mr. Speaker, on Tuesday and Wednesday, the House will consider the District of Columbia Appropriations Act, and I am also hopeful that the House will be able to complete consideration of H.R. 2586, the National Defense Authorization Act for fiscal year 2002.

On Wednesday, only if it is necessary for the House to be in session, we will complete the business for the week. No votes are expected past 2 o'clock p.m. on Wednesday.

Mr. BONIOR. Mr. Speaker, I thank my colleague for his information this evening. I would ask him two questions:

Number one, I gather from his remarks with respect to Wednesday next that if we finish the business of the House Tuesday, that we will be finished, so Members who need to get back for religious holidays will be able to do so.

Mr. ARMEY. If the gentleman will continue to yield, Mr. Speaker, we are

going to work as hard as we can, and in full cooperation, I am sure, with all the Members to try to complete our work on Tuesday night. Members need to be home by sundown, and sometimes that is California or someplace else on the West Coast. We want to give them every opportunity to get an early start in the morning so they can accomplish that.

Mr. BONIOR. I thank my colleague.

Finally, I would ask my friend, the gentleman from Texas, we had a lengthy debate today on the airline bill, and a good piece of that debate centered over the Speaker's commitment to the membership of this body on the benefits for workers that have lost their jobs from the airline disaster, and the airline industry's economic problems.

I am just interested, if the gentleman from Texas could enlighten us, and I do not expect to have a complete answer here, given the fact that this was just done today, but when in fact we might expect action on legislation that was discussed on the floor in the colloquy between the Speaker and the leader.

□ 2310

Mr. ARMEY. If the gentleman will continue to yield, I thank the gentleman for the question, and just to be clear, the Speaker's exact words earlier this evening were, and I quote, the committees of jurisdiction have already been examining proposals to assist in this area. We will take a comprehensive look at the health care needs of these displaced workers and work together to bring an appropriate legislative response to the floor as soon as possible.

It is my interpretation that by that the Speaker meant the committees of jurisdiction are working; and at whatever point they can report legislation, we would make the floor available for that legislation. I simply cannot speak for the committees' work.

Mr. BONIOR. I thank my colleague for that. I just want to encourage the gentleman from Texas and the rest of the leadership on the Republican side of the aisle to help expedite the hearing process and the committee process on this legislation. As I think the gentleman from Texas is aware, regretfully the numbers of laid-off workers have increased dramatically, especially, of course, in the airline industry; and we are probably going to see a fallout in some ancillary industries and other industries. I think it would be prudent, wise, and just to expect that we will move with some alacrity on these issues of health care, unemployment compensation, and, of course, training, when necessary.

It is not as if this is a difficult thing to do. It is pretty standard when we enter these economic downturns. And moving with some degree of speed on this would, I think, be appreciated, especially given the nature of the situation our country finds itself in today. So I will continue to raise this issue on

a regular basis, with respect, but with urgency and with some passion. And I just want the gentleman to know that this is an issue that will be before us on many occasions as we go through these next weeks.

Mr. SHERMAN. Mr. Speaker, will the gentleman yield?

Mr. BONIOR. I yield to the gentleman from California.

Mr. SHERMAN. Mr. Speaker, I thank the gentleman for yielding.

I do have an inquiry of the majority leader. I do join the gentleman in the fervent hope we can complete our business for the week by Tuesday night. In the event that it was necessary for us to convene on Wednesday morning, could we convene at 9 a.m., in the hopes that maybe we could wrap up our business on Wednesday morning and not continue into Wednesday afternoon?

Mr. ARMEY. If the gentleman from Michigan will yield further.

Mr. BONIOR. I yield to the gentleman from Texas.

Mr. ARMEY. Mr. Speaker, I thank the gentleman for the inquiry. The gentleman makes a very good point, and I have to say, I think in full confidence, that as a matter of respect for our colleagues, should we have to propound such a unanimous consent request, I would guess that the gentleman would hear a resounding silence when asked if there were any objections. I appreciate the question.

Mr. SHERMAN. I thank the majority leader for doing everything possible to accommodate us.

ADJOURNMENT TO MONDAY, SEPTEMBER 24, 2001

Mr. ARMEY. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 12:30 p.m. on Monday next for morning hour debates.

The SPEAKER pro tempore (Mr. THORNBERRY). Is there objection to the request of the gentleman from Texas (Mr. ARMEY)?

There was no objection.

DISPENSING WITH CALENDAR WEDNESDAY BUSINESS ON WEDNESDAY NEXT

Mr. ARMEY. Mr. Speaker, I ask unanimous consent that the business in order under the Calendar Wednesday rule be dispensed with on Wednesday next.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

APOLOGY TO SIKHS, MUSLIMS, AND ANYONE ELSE TAKING OFFENSE AT PRIOR STATEMENTS

(Mr. COOKSEY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. COOKSEY. Mr. Speaker, I was recently quoted as saying something that Sikhs, Muslims, and other Americans facing harassment and violence in this country took as offensive. I am sorry for any distress my statement caused, and I want them to know that I do not approve of any harassment or violence against any American. All I intended to say was that if a person fits the established profile of a terrorist, that person should expect to be looked at closely by airport security, given the atrocity of September 11.

Many Sikhs are being subjected to harassment due to their beards and turbans, which are required by their religion. Americans of the Muslim faith are also receiving harassment. Sikhism is an independent, monotheistic, revered religion. It is not part of any other religion, although Sikhs are sometimes mistaken for Muslims or Hindus. There are 21 million Sikhs in the world, most of whom live in the Punjab state of India. Approximately 500,000 live in the United States; and most are naturalized or American-born citizens. Most have contributed to all walks of life. Most of the people who wear turbans in this country are Sikhs.

There are many reasons Sikhs come to America, but mainly they come seeking freedom. To persecute them only weakens American unity at a time when our country is under attack.

Mr. Speaker, I would like to let the Sikhs, Muslims, and other Americans who are facing harassment and violence know that I do not condone such acts, that I stand shoulder to shoulder with them, and that I am on their side.

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. PLATTS). Under the Speaker's announced policy of January 3, 2001, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Mr. FOLEY) is recognized for 5 minutes.

(Mr. FOLEY addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

AMERICANS FACING UGLY THREATS AT HOME

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Michigan (Mr. BONIOR) is recognized for 5 minutes.

Mr. BONIOR. Mr. Speaker, as America mourns its dead and prepares to launch a global war on terrorism, some Americans are facing additional ugly threats here on the home front, and they are not from foreign terrorists but, regretfully, they are from fellow citizens.

Since the attacks on New York and Washington last week, many Arab

Americans, Muslim Americans, Sikhs, and other Americans of South Asian heritage have become the targets of terrible bigotry and violence based solely on their faith, their heritage, or their choice of traditional clothing.

□ 2320

Americans of just about every religion and ethnic heritage lost loved ones in this terrorist attack. At least five Sikh Americans were killed in the World Trade Center, and one a convenience store owner named Balbir Singh Sodhi was shot dead last week in Phoenix by an angry gunman calling himself a patriot. Other Sikhs are facing harassment and humiliation in our airports, and every American should deplore this backlash. It is morally repugnant.

Sadly, Mr. Speaker, Indian and Pakistani Americans died in the attacks, too; and they have become targets of retaliation in the aftermaths. In Dallas, a Pakistani Muslim grocer named Waqar Hassan was shot dead in a hate crime on Saturday.

In New Jersey, businesses owned by Indian Americans have been spray painted with crude epithets, warning them to leave town. Such intimidation is reminiscent of the KKK or Nazi Germany. It has no place in modern America, and all of us must stand with our neighbors in the face of such ignorance and hatred.

I am reminded of the remarks that were made on the floor of the House last Saturday morning between 12:45 and 2 a.m. in the morning when the gentlewoman from Illinois (Ms. SCHAKOWSKY) said on this floor in a comment or remarks that she made on the resolution, we had to condemn this kind of bigotry, that she was locking arms that weekend with religious leaders in her community, rabbis, ministers, priests, imams and others, and walking through the streets of her community in solidarity against this kind of repression and intimidation.

Mr. Speaker, mosques and temples have been vandalized, business owners shot and killed, school children taunted, and women attacked with stones and knives. As we have just heard from the gentleman from Louisiana (Mr. COOKSEY), in this House a colleague referred to the head covering some Sikhs or Muslims wear out of respect for God as a diaper, and his spokesman went on to say that all turban-wearing airline passengers should be taken aside and questioned.

Mr. Speaker, this runs directly against the very ideals that make our country great. It runs against the ideals of equality of tolerance of diversity and, yes, our own democracy. We are a Nation built by immigrants, a Nation that is stronger, not weaker for the many people and cultures who proudly call it home, and we must stand united as one people in this difficult time and this time of crisis.

So I say to my friends and colleagues here in the Chamber and across Amer-

ica, when this happens, join with your brothers and sisters of different faiths and races and nationalities and ethnicities and bind together and show your support for those who have been singled out unjustly.

America will prevail against terrorism, and we will prevail not just through the strength and the courage of our military but through the enduring strength of our most cherished principles. Only if we stand by our ideals and our neighbors will we successfully defend the Nation that we love.

The SPEAKER pro tempore (Mr. PLATTS). Under a previous order of the House, the gentleman from Oregon (Mr. DEFazio) is recognized for 5 minutes.

(Mr. DEFazio addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey (Mr. PALLONE) is recognized for 5 minutes.

(Mr. PALLONE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

HEALTH CARE FOR MILITARY RETIREES

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Mississippi (Mr. TAYLOR) is recognized for 5 minutes.

Mr. TAYLOR of Mississippi. Mr. Speaker, I want to thank you for the opportunity to speak to the people tonight about the terrible tragedy that occurred a week ago Tuesday, about the terrible loss of life for not only people who serve in the military at the Pentagon, the folks that worked at the World Trade Center, the people on those airplanes, but the firefighters who lost their lives trying to save the lives of others. I think it has caused us all to reflect and hopefully appreciate more those people who work every day to look out for us.

It also brings to mind the importance of rewarding those people who serve us, treating them well, paying them well, giving them the best possible equipment because as the President spoke last night, they will be called upon in the very near future.

One of the promises that has been made to those people for decades, certainly since World War II and in the Army recruiting those years all the way up to 1991, was a promise of free lifetime health care if they served their country honorably for 20 years or more in the military.

Mr. Speaker, I regret to inform my fellow citizens that because of the failure of an agreement between the Department of Defense and Medicare those military retirees who were hoping to take that benefit to a military treatment facility will probably be turned away on October 1.

I say I regret that because, as we probably know, more than half of our Nation's military retirees have chosen to retire near a military treatment facility. That is their family. We as a Nation asked them to leave their parents, leave their loved ones to go to places like Korea, Vietnam, Persian Gulf, Panama. We are getting ready to ask them to go to places like Afghanistan.

In doing so, for many of them, they lose the ability to maintain their nuclear family, so their family becomes the Air Force, the Marines, the Army, the Navy.

Since they were 18 years old, they were told they could go to a military treatment facility; but now because of the draw-down in the Department of Defense, there are not as many doctors as there used to be, and because the defense budget is tight, the Department of Defense made the decision that for those who have reached the age of 65, you cannot go to the base hospital anymore. You have got to find a private sector doctor. You have got to leave the family. I think that is a tragedy.

Again, over half of our Nation's military retirees intentionally bought a home near a base so they could use that base hospital, and now the same Nation that can provide \$16 billion in foreign aid, the same Nation that can waive the budget rules to bail out the airlines, give their corporate executives 20 and \$30 million a year to run those companies into the ground, the same Nation that can spend money left and right, waiving the rules anytime they feel like it for those who really have not earned it to this extent are going to tell our Nation's military retirees that because you do not fit quite right into the budget we cannot find the money to solve your problem.

Mr. Speaker, I am asking for an amendment that has already passed this House overwhelmingly about a year ago right now. There were 406 of my colleagues who voted to say to our Nation's military retirees that they could continue to use that base hospital and that Medicare is going to reimburse that base hospital for their care. After all, the sailors, the soldiers, the Marines, the airmen paid their Medicare taxes just like everybody else; and if it is their choice to go to a military treatment facility, then that is where they ought to be able to go.

Unfortunately, the law now blocks them from doing so. We sent that bill over to the Senate; and unfortunately the Senate chose to take our language that says they have to do it and said to Medicare, they may do it, they can reach an agreement if they feel like it.

Well, the bureaucrats at Medicare did not feel like it; and so now our soldiers, our sailors, our airmen, our Marines, our coast guardsmen, they are the ones that have to suffer.

Mr. Speaker, I am asking for a real simple thing on the defense authorization bill next week. I am asking for an opportunity for this House to speak in favor for fulfilling the promise of life-

time health care to our Nation's military retirees and a Nation that is going to find \$320 billion to defend itself that just last week spent an additional \$40 billion on defense, one would think we could find a hundred million or so to do that for our Nation's military retirees.

I am particularly disturbed, Mr. Speaker, that you have put the word out that if I so much as ask for that amendment that you are going to pull the defense authorization bill. Let me say that again. If an elected representative of the people of south Mississippi so much as asks for a recorded vote on an amendment to fulfill the promise of lifetime health care for our military retirees, the Speaker of the House says he will not allow that bill to take place at all.

Mr. Speaker, I ask unanimous consent for 2 additional minutes.

The SPEAKER pro tempore. The Chair cannot entertain that request.

Mr. TAYLOR of Mississippi. Thank you, Mr. Speaker.

□ 2330

HEALTH CARE FOR MILITARY RETIREES

The SPEAKER pro tempore (Mr. PLATTS). Under a previous order of the House, the gentleman from Hawaii (Mr. ABERCROMBIE) is recognized for 5 minutes.

Mr. ABERCROMBIE. Mr. Speaker, I yield such time as he may consume to the gentleman from Mississippi.

Mr. TAYLOR of Mississippi. I would like to thank my colleague from Hawaii and my other colleagues for bearing with me.

Mr. Speaker, the point I want to make is, I wish this Member had the power to keep some bills from coming to the House floor. I wish I could have kept NAFTA from coming to the floor because it has lost so many jobs for my fellow Mississippians and every American. I wish I could have kept portions of that tax bill that saw to it that half of the \$1.2 trillion in benefits went to the wealthiest fat cats in America, not the average Joes.

Mr. Speaker, if you can find the time and waive the rules to give the fat cats a tax break, you can find the time and you can waive the rules to let our military retirees go to the base hospitals. I am asking for an up or down vote. Be a decent human being and give us that vote.

Mr. ABERCROMBIE. Mr. Speaker, I yield back the balance of my time.

REGARDING ASPECTS OF SEPTEMBER 11 EVENTS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. SHERMAN) is recognized for 5 minutes.

Mr. SHERMAN. Mr. Speaker, I thank my colleagues. I am due on a TV broadcast that starts rather soon. I know this sounds rather late, but it is prime time back in my own California.

I rise to address several aspects of the recent tragedy, the recent outrage. I want to associate myself with the statements of the gentleman from Michigan (Mr. BONIOR) when he came to this floor and talked about how important it was that we treat everyone with dignity and with respect, and decried several incidents involving discrimination against those of the Muslim, Sikh and Hindu faiths.

Let us, though, also applaud the 99.999 percent of Americans who in fact today are treating their fellow Americans with tolerance and respect. I had a large public meeting in my district in which one of the two leaders of our Islamic community commented that, yes, we should all treat everyone with respect and, yes, he was chagrined by some recent reports. But he only wondered how much worse it would be in any other country in the world for any other minority group. And, in fact, in our own country in the 1940s, we did not act with the same level of respect and tolerance that we are showing today.

Let us remember that America is not anti-Muslim and not anti-Islam. In fact, the last three military engagements of the United States were for the purpose of defending Muslim people. We restored the independence of Kuwait. We then went on to save the Bosnian Muslims from genocide. And then we bombed a Christian country, Serbia, because of what Serbia tried to do to its Albanian Muslim minority. And now American and NATO troops are engaged in Macedonia for the purpose of achieving a just result for the Albanian Muslims who are a minority in that country. So let us not only condemn every act of intolerance, but let us applaud an overwhelming majority of Americans who are acting with tolerance even at a time when emotions run high.

Let me comment on those who suggest that we modify our foreign policy in the Middle East in order to placate Osama bin Laden, the Taliban, and other extremists. These calls do no honor to the greatest generation and its response to Pearl Harbor. After Pearl Harbor, there were some who suggested that all we had to do was change our foreign policy in the Far East, allow Japan to conquer all of China, and then we could avoid conflict. Instead, the greatest generation made the greatest sacrifices to win the greatest victory. It would be a dishonor to that generation for us to act any differently now that we have suffered the greatest loss of American life on American soil since our Civil War, a loss of life two to three times what we suffered at Pearl Harbor.

But not only is appeasement dishonorable, it is also, in this case, impossible. Because what motivated Osama bin Laden was a hatred for the fact that American troops are somehow "defiling" the soil of Arabia by being stationed there in defense of the Saudi and Kuwaiti regimes. Remember that if

those soldiers were not there, Saddam Hussein would control not only Kuwait but also Saudi Arabia, also the Emirates, and he would control 70 percent of the world's oil reserves. But even a withdrawal of American soldiers from the Arabian peninsula would not be enough. It would just whet the appetite of Osama bin Laden, who will not rest until every Arab leader who is even moderately pro-American is displaced and killed, including the entire Saudi royal family.

But even that would not placate bin Laden, who would demand not what Arafat is demanding with regard to Palestinian-Israeli relations but the total destruction of 5 million Israelis. But even that would only whet his appetite. Bin Laden will not rest until every girl in every part of the world is kicked out of school, until the concept of female illiteracy is enshrined worldwide. I do not think that appeasement of bin Laden is possible. But even if it were, if you can change American foreign policy in the Mideast by an act of great terror, then what about those who disagree with our policy in Colombia or Kosovo, Macedonia, Sumatra, Sri Lanka or Taiwan? If we establish the policy that terrorists can change our foreign policy, then every terrorist will try to control the only superpower by an act of super terror.

We must stand by our friends in the Middle East and show that we cannot be controlled by terrorists.

□ 2340

ASSISTING AIRLINES AND AIRLINE EMPLOYEES

The SPEAKER pro tempore (Mr. PLATTS). Under a previous order of the House, the gentlewoman from Texas (Ms. JACKSON-LEE) is recognized for 5 minutes.

Ms. JACKSON-LEE of Texas. Mr. Speaker, many times the legislative process proceeds as the American people watch, and there is sometimes much confusion. There is no obligation for any of us to take the added time that this House sometimes does not allow to be able to discuss a very important subject.

Because I come from an area that is heavily impacted, as I would imagine most of my colleagues, by the legislation that we have just passed, I believe it is important to discuss extensively in the brief time that I have, or at least broadly, the legislation that dealt with the Air Transportation System Stabilization Act that was debated today.

For the first time it appeared, since the heinous acts of September 11, 2001, that many Americans might say they were back to business as usual. There was a divided debate, I consider it a healthy debate, on the approach that we should take for something that all of us agreed with, that is, to provide assistance to the airline industry pursuant to the Federal actions that were

taken after the September 11, 2001, heinous terrorist actions.

We, the United States Government, grounded the airlines of America. Certainly we have the responsibility to compensate them for Federal actions that resulted in large losses of revenue. At the same time, let me say to the American people that that grounding also took into account the safety of Americans, to be able to protect them and to turn to the tragedies that occurred and to prepare ourselves for what should happen next.

I have no quarrel with the fact that we acted, and I certainly realize that we impacted those airlines as we did so. So this Air Transportation System Stabilization Act has merit from the perspective of giving direct aid to the airlines based upon accounted-for losses during that time.

But my question becomes, because no legislation is perfect, why there is such a disparate representation of those losses? The Democratic staff of the Joint Economic Council says that during that time frame, the airports or airlines lost \$360 million to \$1 billion. The aid that we have given them, direct aid, is \$5 billion. I would hope that helps to restore them, but I also hope that that may increase their generosity.

Why do I say that? Because the difficulty I have with the legislation today is that the broad concept of employees who may be laid off now or perspective, or for those employees who really want to have jobs, as opposed to unemployment insurance, what guarantee do we have that this airline industry will be sensitive, that they will pull their bootstraps, tighten their belt and work hard to reinvest in their airlines and build the airlines and build employment?

Loan guarantees in this legislation were \$10 billion. I would hope that as those particular support systems are in place, that we will find the airlines being able to sufficiently rebuild, that the laid off or furloughed employees will return.

There are hundreds of letters that I received, probably many from Continental Airline employees, all believing that this package was going to save their jobs. I pray to God that it will, because I want them to work and to have the ability to have a livelihood. But I am sure that many of them are not aware that this package does not carry with it any protections for workers.

That is why I supported the Hastings amendment that provided unemployment benefits, extended them from 26 to 78 weeks, a year-and-a-half, provided 26 weeks of unemployment insurance benefits for workers who would otherwise not qualify, possibly the skycaps or contract workers who are now suffering. What about our cab drivers, who cannot even afford to pay their daily rental fee? This Hastings amendment also extended job training benefits from 26 to 78 weeks so that we could re-

train individuals and also provided them with health care.

In addition, this bill could have been an omnibus bill and included the federalization of security. It did not. To my traveling public, I say to you, get on the airlines. But I also say that we have the responsibility to work over a period of time to direct our attention towards security.

Then we also have the opportunity and the responsibility to ensure that we do not act in fear, we do not act recklessly; that we provide an overall bill that does two things, to keep the airlines strong, and, as well, keep the working people of America strong.

I would hope that this coming week we will make good on the promise of the gentleman from Illinois (Speaker HASTERT) and as well our leader, the gentleman from Missouri (Mr. GEPHARDT). We will pass real worker assistance so the hundreds who have written me will have written me not only to support the airline industry, but as well to support the working people of America. I believe that this is crucial. I believe that we must do that, and that is the reason that I made the votes that I did, not voting for the martial law, wanting to extend the time of debate, but supporting the legislation and as well the motion to recommit to protect the American workers.

ASKING FOR COMMON SENSE AND REASON

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Georgia (Ms. McKINNEY) is recognized for 5 minutes.

Ms. McKINNEY. Mr. Speaker, our Armed Forces are poised to conduct military strikes in foreign lands. My own State of Georgia is contributing significantly to our overseas forces with troops being committed from the 116th Bomber Wing, the 117th Air Control Squadron, the 293rd MP Company from Fort Stewart in Augusta, and the 224th Joint Communications Support Squad, Brunswick, Georgia. And I have no doubt that men of the elite 75th Ranger Battalion from Fort Benning are currently or soon will be deploying overseas.

Our Nation suffered a terrible injury last week with the attacks in New York, Washington, D.C. and Pennsylvania. Many thousands of our innocent civilians were unjustly taken from their families and loved ones, and we as a Nation must now respond. But just how we should do that, both internationally and domestically, is now giving rise to considerable debate.

We have heard the Bush Administration's call to arms to fight the first war of the 21st century. I understand that our Nation's full military resources are soon to be turned against not just the terrorists responsible for last week's attack, but international terrorism generally. Our intelligence agencies have allegedly identified terror cells in some 60 countries, and that

whether or not Afghanistan actually surrenders Osama bin Laden, the alleged mastermind of last week's attacks, our military intends on fighting a long and bitter worldwide campaign against international terrorism in more than 60 countries, or, as Secretary of Defense Rumsfeld announced this week, we intend to drain the swamp.

I understand a draft bill, which is the first of a far larger package of anti-terrorist legislation, is now circulating Capitol Hill, and I am told it proposes giving law enforcement the power to detain non-U.S. citizens for indefinite periods without charge, giving immigration authorities greater and accelerated powers to deport non-U.S. citizens, and, at the same time, curtailing rights of non-U.S. citizens to judicial review and appeal.

Many of these reforms that the Bush Administration is now proposing are the very same types of state powers that we routinely criticize other nations for possessing in our own State Department's annual Human Rights Report. I am greatly concerned that we are about to engage in an extremely hazardous military campaign of unknown duration with unrealistic objectives and perhaps even ultimately harmful long-term consequences for our Nation.

Already, there is disquiet in the Muslim world that the U.S. is poised to turn its terrorist campaign into a war against Islam. The Bush Administration has already had to change the name of the military mission once when it used term "crusade," and now it has got to change the name again, because it used the term "Infinite Justice," and that is offensive to our Muslim communities.

□ 2350

All of these gaffs feed the growing Muslim fear that this impending U.S. military action could become a broader campaign against them.

Mr. Speaker, I know I do not need to address the impending catastrophe should large sections of the world's 1.2 billion Muslims unify and turn against the United States. It would be ironic indeed if we as a Nation destroyed democracy in the name of saving democracy. But before we grant more powers and massive resources to our law enforcement, military and intelligence community, we should be examining why they did not detect the threat of these and other attacks, especially since we had been told that the attacks last week were sophisticated, involved many people over a considerable period of time, and maybe even involved the assistance of a foreign government.

We should know or should have known that bin Laden was capable of attacking our major cities. Just 7 months ago, during the trial of suspects charged with the embassy bombings in Africa, Federal prosecutors detailed the bin Laden network in open court. Details of bin Laden's business

and financial history, his international terror network, as well as his hatred for America, were all systematically dissected by Federal prosecutors.

Given these revelations, it was clear, or it should have been clear, that our Nation and our citizens were in grave danger. I do not understand how intelligence services have the ability to penetrate, analyze and publicly distribute records of bin Laden's alleged cellular phone traffic in the hours immediately after the bombings. From these conversations, we learned of bin Laden's alleged celebrations with supporters. But in stark contrast, over the same period of months, they were not able to intercept bin Laden's planning or preparations for the attacks.

I am also deeply concerned that recent reports in the press of specific, credible and quite extraordinary warnings of terrorist attacks on our citizens, which were ignored by our government, and some of these warnings directly referred to the use of hijacked aircraft attacking the World Trade Center.

For example, the L.A. Times reported on September 20, 2001, that Mossad, the Israeli intelligence service, had warned the FBI and the CIA that a major terrorist force of some 200 individuals were entering the U.S.

The Advertiser Newspaper from the Murdoch Group reported on Monday, September 17, that a man in the Cayman Islands wrote to U.S. authorities on August 29 and warned them that he had overheard three Afghan men in a bar talking about impending attacks on the United States. The CIA is said to have followed up on the attack, but apparently did not take it any further.

Then it is also reported that a week later, an Iranian in Hamburg, Germany, contacted police and warned them of an impending terrorist attack against the United States using hijacked planes.

Tragically, I am forced to say, this does not appear to be the first time our intelligence services have been caught flatfooted. Earlier this year, Jamal Ahmed al-Fadl, a former aid to Osama bin Laden, while testifying in New York against the four men accused of the U.S. embassy bombings in Africa, said that he told U.S. officials that bin Laden's group was trying to make a war on the United States. Similarly, Prudence Bushnell, the U.S. Ambassador in Nairobi, warned the State Department of the poor security of her embassy in Nairobi. Regrettably, these warnings appear to have been ignored. Not surprisingly, our government now finds itself subject to civil actions by survivors and family representatives of those killed in the U.S. embassy bombings in Africa.

Count up the combined assets of our Nation's law enforcement, military intelligence agencies charged with fighting terrorism over the last 10 to 15 years, and we have budgets worth billions and billions and billions of dollars, space-age technology that most

countries would just dream of having; and despite all of these resources, we sustained these terrible attacks upon our military, our cities, our warships, our embassies.

In my view, the problem is not one of resources, but of a failure of implementation on a scale that should shame us. But what frustrates me most is that no one in a position of leadership in our Nation has yet to seriously ask why our Nation has been attacked in this way. Why have our cities, our embassies and our military forces been systematically targeted by terrorist organizations? Why is it that our Nation and its people are being attacked in these ways? Our politicians and political observers have, for years, been willing to analyze and discuss about the IRA in England, the Shining Path in Peru, the Red Brigade in Italy; but now that it has come home, all of a sudden, we failed to analyze and ask the question, why did it happen.

Secretary of State Colin Powell is absolutely right. We must give diplomacy a chance. We must honestly ask ourselves, what is the root cause of this war being waged on our people and our country? I suspect that we will need to look at altering some of our foreign policy positions. Unless we do this, I fear that a military campaign, unsupported by sound foreign policy strategies, will only cause immeasurable civilian suffering throughout the world and may well actually lead to more terrifying attacks upon our cities and our citizens.

I would ask our President to sidestep those Rambos in the Pentagon who are talking about using nuclear weapons. Now is not the time for us to be talking about using nuclear weapons. We need to free our Secretary of State to do his job, and I know he can do it.

Finally, I pray that common sense and reason will prevail.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Ms. CARSON of Indiana (at the request of Mr. GEPHARDT) for today on account of a family emergency.

Mr. BEREUTER (at the request of Mr. ARMEY) for today after 3:00 p.m. on account of official business.

SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

The following Members (at the request of Mr. TAYLOR of Mississippi) to revise and extend their remarks and include extraneous material:

Mr. BONIOR, for 5 minutes, today.

Mr. DEFAZIO, for 5 minutes, today.

Mr. PALLONE, for 5 minutes, today.

Mr. TAYLOR of Mississippi, for 5 minutes, today.

Mr. SHERMAN, for 5 minutes, today.

Ms. JACKSON-LEE of Texas, for 5 minutes, today.

Ms. MCKINNEY, for 5 minutes, today.

The following Members (at the request of Mr. PAUL) to revise and extend their remarks and include extraneous material:

Mr. FOLEY, for 5 minutes, today.

Ms. ROS-LEHTINEN, for 5 minutes, September 24 and 25.

The following Member (at his own request) to revise and extend his remarks and include extraneous material:

Mr. ABERCROMBIE, for 5 minutes, today.

BILLS PRESENTED TO THE PRESIDENT

Jeff Trandahl, Clerk of the House reports that on September 14, 2001, he presented to the President of the United States, for his approval, the following bills.

H.R. 2133. To establish a commission for the purpose of encouraging and providing for the commemoration of the 50th anniversary of the Supreme Court decision in *Brown v. Board of Education*.

H.R. 2882. To provide for the expedited payment of certain benefits for a public safety officer who was killed or suffered a catastrophic injury as a direct and proximate result of a personal injury sustained in the line of duty in connection with the terrorist attacks of September 11, 2001.

H.R. 2888. Making emergency supplemental appropriations for fiscal year 2001 for additional disaster assistance, for anti-terrorism initiatives, and for assistance in the recovery from the tragedy that occurred on September 11, 2001, and for other purposes.

ADJOURNMENT

Ms. MCKINNEY. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 11 o'clock and 56 minutes p.m.), under its previous order, the House adjourned until Monday, September 24, 2001, at 12:30 p.m., for morning hour debates.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 8 of rule XII, executive communications were taken from the Speaker's table and referred as follows:

3752. A letter from the Under Secretary, Acquisition and Technology, Department of Defense, transmitting a report entitled, "Department of Defense Chemical and Biological Defense Program Annual Report To Congress and Performance Plan, July 2001"; to the Committee on Armed Services.

3753. A letter from the Director, Office of Management and Budget, Executive Office of the President, transmitting office of Management and Budget Cost Estimate For Pay-As-You-Go Calculations; to the Committee on the Budget.

3754. A letter from the Secretary, Department of Health and Human Services, transmitting a consolidated report on the Community Food and Nutrition Program for Fiscal Years 1998 and 1999; to the Committee on Education and the Workforce.

3755. A letter from the Secretary, Department of Health and Human Services, transmitting the Community Services Block Grant Program Fiscal Year 1998 Summary

Report to Congress; to the Committee on Education and the Workforce.

3756. A letter from the Secretary, Department of Health and Human Services, transmitting a report entitled "Performance Improvement 2001: Evaluation Activities of the U.S. Department of Health and Human Services," pursuant to section 241(b) of the Public Health Service Act; to the Committee on Energy and Commerce.

3757. A letter from the Attorney-Advisor, NHTSA, Department of Transportation, transmitting the Department's final rule—Federal Motor Vehicle Safety Standards: Interior Trunk Release [Docket No. NHTSA-01-10381] (RIN: 2127-A151) received August 30, 2001, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

3758. A communication from the President of the United States, transmitting the President's bimonthly report on progress toward a negotiated settlement of the Cyprus question, covering the period April 1 to May 31, 2001, pursuant to 22 U.S.C. 2373(c); to the Committee on International Relations.

3759. A letter from the Assistant Legal Adviser for Treaty Affairs, Department of State, transmitting copies of international agreements, other than treaties, entered into by the United States, pursuant to 1 U.S.C. 112b(a); to the Committee on International Relations.

3760. A letter from the Assistant Legal Adviser for Treaty Affairs, Department of State, transmitting copies of international agreements, other than treaties, entered into by the United States, pursuant to 1 U.S.C. 112b(a); to the Committee on International Relations.

3761. A letter from the Chairman, Broadcasting Board of Governors, transmitting the Fair Act of 1998 Commercial Activities Inventory, in accordance with Public Law 105-270; to the Committee on Government Reform.

3762. A letter from the Deputy Secretary, Department of Defense, transmitting the Department's FY 2000 Annual Statement of Assurance, pursuant to 31 U.S.C. 3512(c)(3); to the Committee on Government Reform.

3763. A letter from the Librarian of Congress, Library of Congress, transmitting the FY 2000 annual report of the activities of the Library of Congress, and the FY 2000 annual report of the Library of Congress Trust Fund Board, pursuant to 2 U.S.C. 139; to the Committee on House Administration.

3764. A letter from the Under Secretary for Domestic Finance, Department of the Treasury, transmitting FY 2000 Report to the Congress U.S. Government Debt Collection Activities of Federal Agencies; to the Committee on the Judiciary.

3765. A letter from the Register of Copyrights, Register of Copyrights of the United States of America, transmitting the Office's report entitled, "DMCA Section 104 Report," pursuant to section 104 of Public Law No. 105-304; to the Committee on the Judiciary.

3766. A letter from the Chairman, Inland Waterway Users Board, transmitting the Board's 15th annual report of its activities; recommendations regarding construction, rehabilitation priorities and spending levels on the commercial navigational features and components of inland waterways and harbors, pursuant to Public Law 99-662, section 302(b) (100 Stat. 411); to the Committee on Transportation and Infrastructure.

3767. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Final Rule with Request for Comments and Direct Final Rule with Request for Comments [Docket No. FAA-1999-5836; Amendment Nos. 91-269, 121-286, 135-82, 145-27 and SFAR 36-7] (RIN: 2120-AC38) received August 28, 2001, pursuant to 5 U.S.C. 801(a)(1)(A); to the Com-

mittee on Transportation and Infrastructure.

3768. A letter from the Secretary, Department of Health and Human Services, transmitting a draft bill entitled, "Promoting Safe and Stable Families Amendments of 2001"; to the Committee on Ways and Means.

3769. A letter from the Secretary, Department of Energy, transmitting the Annual Report on Contractor Work Force Restructuring for Fiscal Year 2000, pursuant to 42 U.S.C. 7274h; jointly to the Committees on Armed Services and Energy and Commerce.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

[Filed on September 21 (legislative day, September 20), 2001]

Mr. REYNOLDS: Committee on Rules. House Resolution 242. Resolution waiving a requirement of clause 6(a) of rule XIII with respect to consideration of certain resolutions reported from the Committee on Rules (Rept. 107-209). Referred to the House Calendar.

[Submitted September 21, 2001]

Mr. MANZULLO: Committee on Small Business. H.R. 203. A bill to amend the Small Business Act to direct the Administrator of the Small Business Administration to establish a pilot program to provide regulatory compliance assistance to small business concerns, and for other purposes; with an amendment (Rept. 107-210). Referred to the Committee of the Whole House on the State of the Union.

Mr. MANZULLO: Committee on Small Business. H.R. 2538. A bill to amend the Small Business Act to expand and improve the assistance provided by Small Business Development Centers to Indian tribe members, Native Alaskans, and Native Hawaiians (Rept. 107-211). Referred to the Committee of the Whole House on the State of the Union.

Mr. MANZULLO: Committee on Small Business. H.R. 2666. A bill to amend the Small Business Act to direct the Administrator of the Small Business Administration to establish a vocational and technical entrepreneurship development program (Rept. 107-212). Referred to the Committee of the Whole House on the State of the Union.

Mr. MANZULLO: Committee on Small Business. H.R. 1860. A bill to reauthorize the Small Business Technology Transfer Program, and for other purposes; with an amendment (Rept. 107-213 Pt. 1).

Mr. REYNOLDS: Committee on Rules. House Resolution 244. Resolution providing for consideration of the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system (Rept. 107-214) Referred to the House Calendar.

DISCHARGE OF COMMITTEE

Pursuant to clause 2 of rule XII the Committee on Science discharged from further consideration. H.R. 1860 referred to the Committee of the Whole House on the State of the Union and ordered to be printed.

TIME LIMITATION OF REFERRED BILL

Pursuant to clause 2 of rule XII the following action was taken by the Speaker:

H.R. 1007. Referral to the Committee on Government Reform extended for a period ending not later than September 28, 2001.

H.R. 1860. Referral to the Committee on Science extended for a period ending not later than September 21, 2001.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions were introduced and severally referred, as follows:

[Omitted from the Record of September 20, 2001]

By Mr. GREENWOOD:

H.R. 2903. A bill to amend the Internal Revenue Code of 1986 to encourage investment in small companies; to the Committee on Ways and Means.

By Mr. HOBSON:

H.R. 2904. A bill making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2002, and for other purposes.

By Mr. ACKERMAN (for himself, Mr. FOSSELLA, Mr. DAVIS of Florida, Mr. SHOWS, Mr. WEINER, Mr. SERRANO, Mr. TOWNS, Mr. POMEROY, Mr. GILCHREST, Mr. CROWLEY, Mr. MALONEY of Connecticut, Mrs. MALONEY of New York, Mr. ENGLISH, Mr. HINCHEY, Mrs. MINK of Hawaii, Mr. MASCARA, Mr. McNULTY, Ms. VELAZQUEZ, Mr. ROYCE, Mr. KILDEE, Ms. SOLIS, Mr. PETERSON of Minnesota, Mr. KING, and Mr. ISRAEL):

H.R. 2905. A bill to require that the United States Postal Service issue a special commemorative postage stamp under section 416 of title 39, United States Code, in order to provide assistance in the case of emergency relief personnel who were killed or who suffer permanent disability as a result of the terrorist attacks against the United States on September 11, 2001, and for other purposes; to the Committee on Government Reform, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. BAKER (for himself, Mr. MCGOVERN, and Mr. BALLENGER):

H.R. 2906. A bill to direct the Federal Aviation Administration to re-implement the sky marshal program within 30 days, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mrs. CAPPS (for herself, Mr. SHAYS, Mr. DICKS, Mr. GILMAN, Mr. ANDREWS, Mr. ENGLISH, Mr. VISCLOSKEY, Mrs. ROUKEMA, Ms. KILPATRICK, Mrs. MORELLA, Mrs. CHRISTENSEN, Mr. LATOURETTE, Mr. SANDERS, Mr. JOHNSON of Illinois, Mr. REYES, Mr. SHIMKUS, Mr. BLUMENAUER, Mr. RADANOVICH, Mr. HINCHEY, Mr. LOBIONDO, Mr. LARSEN of Washington, Mr. GRUCCI, Mr. ISSA, Ms. KAPTUR, Mr. HAYWORTH, Mr. HINOJOSA, Mr. PAUL, Mr. UDALL of New Mexico, Mr. OBERSTAR, Mr. WYNN, Mr. PASCRELL, Mr. TOWNS, Mr. LANTOS, Mr. PHELPS, Mr. SCOTT, Ms. PELOSI, Mr. DEFazio, Ms. MCKINNEY, Mr. OWENS, Ms. RIVERS, Mr. DAVIS of Illinois, Mr. FRANK, Mr. STENHOLM, Mr. DOGGETT, Mr. BISHOP, Mr. CUMMINGS, Ms. ESHOO, Mr. MENENDEZ, Mr. MARKEY, Mr. CLAY, Mr. SKELTON, Mr. BECERRA, Mrs. MCCARTHY of New York, Ms. MILLENDER-MCDONALD, Mr. KIRK, Mr. MASCARA, Mr. McNULTY, Mr. MCGOVERN, Ms. HOOLEY of Oregon, Mr. GARY G. MIL-

LER of California, Ms. NORTON, Mr. ETHERIDGE, Mr. SHERMAN, Mrs. NAPOLITANO, Mr. DINGELL, Mr. WAMP, Mr. UDALL of Colorado, Mr. COSTELLO, Mr. TIBERI, Mr. HOLT, Mr. ABERCROMBIE, Mr. FROST, and Mr. KING):

H.R. 2907. A bill to provide for the issuance of a semipostal for the benefit of victims of the terrorist attacks against the United States on September 11, 2001, and for other purposes; to the Committee on Government Reform, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Ms. DELAURO (for herself, Mr. BONIOR, Mr. CAPUANO, Mr. STARK, Mr. BLUMENAUER, Ms. MCKINNEY, Ms. SLAUGHTER, Mr. RANGEL, Mr. HOEFFEL, Mr. McDERMOTT, Mr. FILLNER, Ms. LEE, Ms. WOOLSEY, Mr. PAYNE, Mr. BROWN of Ohio, Mrs. CLAYTON, Mr. PALLONE, Ms. PELOSI, Mr. NEAL of Massachusetts, Mr. KLECZKA, Mr. SANDERS, Mr. HALL of Ohio, Mrs. TAUSCHER, Ms. MCCARTHY of Missouri, Mr. CONYERS, Mr. GUTIERREZ, Mr. LUTHER, Ms. MCCOLLUM, Mr. MARKEY, Mr. ROTHMAN, Mr. WEXLER, Mr. EVANS, Mr. ACKERMAN, Mr. FORD, Ms. BROWN of Florida, Mr. SERRANO, Mr. WEINER, Ms. LOFGREN, Mr. THOMPSON of Mississippi, Ms. BALDWIN, Mr. CROWLEY, Mr. TOWNS, Mr. OLVER, Mr. NADLER, Mr. WAXMAN, Mr. MALONEY of Connecticut, Mr. GEORGE MILLER of California, Ms. CARSON of Indiana, Mr. JACKSON of Illinois, Mr. MEEKS of New York, Mr. HOLT, Mr. FARR of California, Mrs. JONES of Ohio, Mr. DEFazio, Mrs. DAVIS of California, Ms. RIVERS, Mr. KUCINICH, Mrs. MEEK of Florida, Mr. KENNEDY of Rhode Island, Mr. DELAHUNT, Mr. TIERNEY, Mrs. MINK of Hawaii, Mr. FRANK, Ms. ROYBAL-ALLARD, Mr. MCGOVERN, Ms. SCHAKOWSKY, Mr. BALDACCIO, Ms. ESHOO, Mr. DEUTSCH, Mr. ALLEN, Mr. BERMAN, Mr. LEVIN, Mrs. MORELLA, Mr. ENGEL, Mrs. CAPPS, Mr. LANTOS, Mr. OWENS, Mrs. LOWEY, and Mr. INSLEE):

H.R. 2908. A bill to provide additional protections for National Forest System lands in Alaska through the designation of wilderness areas, wilderness study areas, Land Use Designation II management areas, restoration areas, special management areas, and additional components of the national wild and scenic rivers system; to the Committee on Resources.

By Mr. FLETCHER:

H.R. 2909. A bill to provide for the conveyance of a portion of the Bluegrass Army Depot in Richmond, Kentucky, to Madison County, Kentucky; to the Committee on Armed Services.

By Mr. FORBES (for himself, Mr. SCHROCK, Mr. WOLF, Mr. GOODE, Mr. BOUCHER, Mr. GOODLATTE, Mr. MORAN of Virginia, Mr. CANTOR, Mr. TOM DAVIS of Virginia, Mr. SCOTT, Mrs. JO ANN DAVIS of Virginia, Mr. UNDERWOOD, Mr. TANNER, Mr. CRENSHAW, Mr. HUNTER, Mr. LANGEVIN, Mr. BOYD, Mr. ENGLISH, Mr. FRANK, Mr. TURNER, Mr. MCGOVERN, Mr. McNULTY, Mr. STENHOLM, and Mr. FROST):

H.R. 2910. A bill to designate the facility of the United States Postal Service located at 3131 South Crater Road in Petersburg, Virginia, as the "Norman Sisisky Post Office Building"; to the Committee on Government Reform.

By Mr. HOYER (for himself and Mrs. MORELLA):

H.R. 2911. A bill to designate the Federal building located at 5100 Paint Branch Parkway in College Park, Maryland, as the "Harvey W. Wiley Federal Building"; to the Committee on Transportation and Infrastructure.

By Ms. EDDIE BERNICE JOHNSON of Texas:

H.R. 2912. A bill to authorize the National Science Foundation to establish a grant program for partnerships between United States research organizations and those in developing countries for research on plant biotechnology; to the Committee on Science.

By Mr. QUINN:

H.R. 2913. A bill to amend title 49, United States Code, to direct the Administrator of the Federal Aviation Administration to carry out the screening of passengers and property on flights in air transportation, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. SMITH of Michigan:

H.R. 2914. A bill to extend for 6 additional months the period for which chapter 12 of title 11 of the United States Code is reenacted; to the Committee on the Judiciary.

By Mr. SMITH of Texas:

H.R. 2915. A bill to amend title 18, United States Code, with respect to the interception of communications, and for other purposes; to the Committee on the Judiciary.

By Mr. STEARNS:

H.R. 2916. A bill to authorize the President to award posthumously the Congressional Gold Medal to the passengers and crew of United Airlines flight 93 in the aftermath of the terrorist attack on the United States on September 11, 2001; to the Committee on Financial Services.

By Mr. TANCREDI (for himself, Mrs. ROUKEMA, Mr. HOLT, Mr. MURTHA, Mr. FERGUSON, Mr. THOMPSON of Mississippi, Mr. SMITH of Washington, Mr. HILLIARD, Mr. CONYERS, Mr. PAYNE, Ms. LEE, Mr. ADERHOLT, Mr. SKEEN, Mr. HASTINGS of Florida, Mrs. THURMAN, Mr. ETHERIDGE, Mr. RADANOVICH, Mr. EHRLICH, Mr. CARSON of Oklahoma, Mr. WELLER, Mr. PLATTS, Ms. KAPTUR, Mr. PETERSON of Minnesota, Mr. ENGLISH, Mr. GRAVES, Mr. RANGEL, Mr. BAIRD, Mr. KUCINICH, Mr. BALLENGER, Mr. WYNN, Mr. STARK, and Mr. STEARNS):

H.R. 2917. A bill to authorize the President to award gold medals on behalf of Congress to the people aboard United Airlines Flight 93 who helped resist the hijackers and caused the plane to crash prematurely; to the Committee on Financial Services.

By Mr. TRAFICANT:

H.R. 2918. A bill to authorize the Secretary of the Interior to establish a memorial to Native Americans in the District of Columbia; to the Committee on Resources.

By Mr. TRAFICANT:

H.R. 2919. A bill to allow postal patrons to contribute to funding of veterans programs and services offered by the Military Order of the Purple Heart of the United States of America, Incorporated, through the issuance of a semipostal; to the Committee on Government Reform, and in addition to the Committee on Veterans' Affairs, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mrs. ROUKEMA (for herself and Mr. LAFALCE):

H.R. 2920. A bill to amend title 31, United States Code, to prevent the smuggling of large amounts of currency or monetary instruments into or out of the United States, and for other purposes; to the Committee on Financial Services.

By Mrs. ROUKEMA:

H.R. 2921. A bill to authorize the President to award posthumously the Congressional Gold Medal to Jeremy Glick of West Milford, New Jersey, a passenger aboard United Airlines Flight 93 for acts of bravery, courage, and patriotism; to the Committee on Financial Services.

By Mrs. ROUKEMA (for herself and Mr. LAFALCE):

H.R. 2922. A bill to amend title 31, United States Code, to prevent the smuggling of large amounts of currency or monetary instruments into or out of the United States, and for other purposes; to the Committee on Financial Services, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. FLETCHER:

H. Con. Res. 232. Concurrent resolution expressing the sense of the Congress in honoring the crew and passengers of United Airlines Flight 93; to the Committee on Transportation and Infrastructure.

By Mr. WATTS of Oklahoma (for himself, Mr. ENGEL, Mr. DELAY, Mr. BURR of North Carolina, Mr. SHOWS, Ms. HART, Mr. MILLER of Florida, Mr. PITTS, Mrs. JOHNSON of Connecticut, Ms. GRANGER, Mr. SMITH of Texas, Mr. MURTHA, Mr. TOM DAVIS of Virginia, Mr. INSLEE, Mr. ISSA, Mr. SHIMKUS, Mr. McDERMOTT, Mr. REYES, Mr. SIMMONS, Mr. SWEENEY, Mr. CALLAHAN, Mr. GILMOR, Mr. PICKERING, Mr. SHAYS, Mr. FRELINGHUYSEN, Mrs. CAPITO, Mr. SCHROCK, Mr. BEREUTER, Mr. ADERHOLT, Mrs. MALONEY of New York, Mr. WELDON of Pennsylvania, Mr. HOYER, Ms. SANCHEZ, Mr. HONDA, Mr. FROST, Mr. CRAMER, Mr. PETERSON of Pennsylvania, Mr. DICKS, Mr. ABERCROMBIE, Mr. ISRAEL, Mrs. ROUKEMA, Mr. GILCHREST, Mr. BLUNT, Mr. ROYCE, Mrs. MYRICK, Mr. ENGLISH, Mr. LANGEVIN, Mr. JONES of North Carolina, Mrs. MORELLA, Mr. MORAN of Virginia, Mr. BARCIA, Mr. UDALL of New Mexico, Ms. MCKINNEY, Mr. CASTLE, Mr. PAUL, Mr. WOLF, Mr. FILLNER, Mr. FOSSELLA, Mr. RUSH, Mr. RILEY, Mr. HEFLEY, Mr. OXLEY, Mr. ETHERIDGE, Mr. SMITH of New Jersey, Mr. SANDERS, Mr. CROWLEY, Mr. McNULTY, Mr. GRAVES, Mr. VITTER, Mr. BALLENGER, Mr. GARY G. MILLER of California, Mr. RANGEL, Ms. CARSON of Indiana, Ms. NORTON, Mr. BROWN of Ohio, and Ms. KAPTUR):

H. Con. Res. 233. Concurrent resolution expressing the profound sorrow of the Congress for the death and injuries suffered by first responders as they endeavored to save innocent people in the aftermath of the terrorist attacks on the World Trade Center and the Pentagon on September 11, 2001; to the Committee on Transportation and Infrastructure.

Mr. THOMAS:

H. Res. 240. Resolution returning to the Senate the bill H.R. 2500; considered and agreed to.

By Mr. GREEN of Texas:

H. Res. 241. A resolution expressing the sense of the House of Representatives that the Administrator of the Federal Aviation Administration should consider hiring an employee whose employment with an air carrier was terminated as a result of the terrorist attacks that occurred on September 11, 2001, for a position with the Federal Air Marshal program of the Administration; to the Committee on Transportation and Infrastructure.

[Submitted September 21, 2001]

By Mr. CALVERT:

H.R. 2924. A bill to provide authority to the Federal Power Marketing Administrations to reduce vandalism and destruction of property, and for other purposes; to the Committee on Resources.

By Mr. CALVERT:

H.R. 2925. A bill to amend the Reclamation Recreation Management Act of 1992 in order to provide for the security of dams, facilities, and resources under the jurisdiction of the Bureau of Reclamation; to the Committee on Resources.

By Mr. YOUNG of Alaska:

H.R. 2926. A bill to preserve the continued viability of the United States air transportation system; to the Committee on Transportation and Infrastructure, and in addition to the Committees on Ways and Means, the Judiciary, and the Budget, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. SMITH of New Jersey:

H.R. 2927. A bill to limit the amount of total compensation for top executives of air carriers that receive certain Federal relief; to the Committee on Transportation and Infrastructure.

By Mr. ANDREWS:

H.R. 2928. A bill to amend the Immigration and Nationality Act to provide for the removal of aliens who aid or abet a terrorist organization or an individual who has conducted, is conducting, or is planning to conduct a terrorist activity; to the Committee on the Judiciary.

By Mr. BARR of Georgia (for himself, Mr. WEXLER, Mr. BASS, Mr. BURTON of Indiana, Mr. KELLER, Mr. RANGEL, Mr. DEUTSCH, Mr. MEEKS of New York, Mr. MICA, Mr. CALVERT, Mr. DAVIS of Florida, Mr. SCOTT, Mr. CHABOT, Ms. EDDIE BERNICE JOHNSON of Texas, Mr. McDERMOTT, Mr. BOEHNER, Mr. ENGLISH, Mr. WICKER, and Mr. BAIRD):

H.R. 2929. A bill to amend title 18, United States Code, and the Federal Rules of Criminal Procedure with respect to bail bond forfeitures; to the Committee on the Judiciary.

By Mr. CRAMER:

H.R. 2930. A bill to provide for creation of a Counter-terrorism Trust Fund, to provide for the issuance of Freedom Bonds, to allow taxpayers to contribute income tax refunds and other amounts to support counter-terrorism efforts, and for other purposes; to the Committee on Ways and Means, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. CRANE (for himself, Mr. ARMEY, Mr. DELAY, Mr. BLUNT, Mr. DOOLITTLE, and Mr. NORWOOD):

H.R. 2931. A bill to amend the Internal Revenue Code of 1986 to clarify the restrictions on the lobbying and campaign activities of churches; to the Committee on Ways and Means.

By Mr. CRENSHAW:

H.R. 2932. A bill to amend title 49, United States Code, to require background checks for individuals enrolled in flight schools, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. ENGLISH (for himself, Mr. STARK, and Mr. FOLEY):

H.R. 2933. A bill to amend title XVIII of the Social Security Act to apply the bloodborne pathogens standard in effect under the Occupational Safety and Health Act of 1970 through Medicare provider agreements to

hospitals that are not subject to that Act; to the Committee on Ways and Means, and in addition to the Committees on Energy and Commerce, and Education and the Workforce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. FOLEY:

H.R. 2934. A bill to amend title XVIII of the Social Security Act to provide for coverage under the Medicare Program of hearing aids and related hearing services; to the Committee on Energy and Commerce, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. FRANK (for himself, Mr. MATSUI, Mr. LARSON of Connecticut, Mr. TIERNEY, Mr. McDERMOTT, Ms. SOLIS, Mr. RODRIGUEZ, Ms. JACKSON-LEE of Texas, Mr. OBEY, Ms. SCHAKOWSKY, Mr. HINCHEY, Mr. MCGOVERN, Mr. ABERCROMBIE, Ms. DELAULO, Mr. DELAHUNT, Mr. BONIOR, and Mr. LAFALCE):

H.R. 2935. A bill to amend the Internal Revenue Code of 1986 to increase the highest rate of income tax imposed on individual taxpayers to 39.6 percent, and to deposit the amounts received as a result of such increase into the Social Security trust funds; to the Committee on Ways and Means.

By Mr. FROST:

H.R. 2936. A bill to amend the Internal Revenue Code of 1986 to impose a 20 percent rate of tax on taxable estates and gifts; to the Committee on Ways and Means.

By Mr. GIBBONS:

H.R. 2937. A bill to provide for the conveyance of certain public land in Clark County, Nevada, for use as a shooting range; to the Committee on Resources.

By Mr. HEFLEY:

H.R. 2938. A bill to amend the Internal Revenue Code of 1986 to allow taxpayers to designate any portion of their income tax overpayments, and to make other contributions, for the benefit of victims of the terrorist attacks on September 11, 2001, and for counterterrorism efforts; to the Committee on Ways and Means, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. HOEFFEL (for himself, Mr. TOOMEY, Mr. BORSKI, Mr. BRADY of Pennsylvania, Mr. FATTAH, Mr. HILLIARD, Mr. STARK, Mr. TIERNEY, Ms. PELOSI, Mr. WAXMAN, Mr. CAPUANO, and Ms. CARSON of Indiana):

H.R. 2939. A bill to review, reform, and terminate unnecessary and inequitable Federal payments, benefits, services, and tax advantages; to the Committee on Government Reform, and in addition to the Committees on Ways and Means, Rules, and the Budget, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mrs. MALONEY of New York (for herself and Mr. REYNOLDS):

H.R. 2940. A bill to amend the Internal Revenue Code of 1986 to encourage the patronage of the hospitality, restaurant, and entertainment industries of New York City; to the Committee on Ways and Means.

By Mr. GARY G. MILLER of California (for himself, Mrs. MALONEY of New York, Mr. OXLEY, and Mrs. ROUKEMA):

H.R. 2941. A bill to facilitate the provision of assistance by the Department of Housing

and Urban Development for the cleanup and economic redevelopment of brownfields; to the Committee on Financial Services.

By Mr. MORAN of Kansas (for himself, Mr. MCINTYRE, and Mr. ROSS):

H.R. 2942. A bill to amend title XVIII of the Social Security Act to make permanent the hold harmless treatment for small rural hospitals under the Medicare prospective payment system for hospital outpatient department services and to provide a transitional adjustment for certain sole community hospitals in order to limit any decline in payment under that system; to the Committee on Energy and Commerce, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. VITTER:

H.R. 2943. A bill to protect classified information, and for other purposes; to the Committee on the Judiciary.

By Mrs. JONES of Ohio:

H. Con. Res. 234. Concurrent resolution expressing the sense of Congress relating to the increased importance of the United States steel industry since the attacks on the United States on September 11, 2001; to the Committee on Energy and Commerce, and in addition to the Committee on Armed Services, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. CLAY (for himself, Mr. TOWNS, Mr. TOM DAVIS of Virginia, and Mr. OWENS):

H. Con. Res. 235. Concurrent resolution expressing the sense of Congress regarding the establishment of a National Day of Remembrance; to the Committee on Government Reform.

By Mrs. MALONEY of New York (for herself, Mr. FOSSELLA, Mr. RANGEL, Mr. KING, Mr. TOWNS, Mr. GILMAN, Mrs. MCCARTHY of New York, Mr. HOUGHTON, Mr. ENGEL, Mr. BOEHLERT, Mr. ISRAEL, Mr. McNULTY, Mr. GRUCCI, Mr. SERRANO, Mr. WALSH, Mr. LAFALCE, Mr. CONYERS, Mr. GUTKNECHT, Mr. DOOLITTLE, Mr. PETERSON of Minnesota, Mr. KIND, and Mr. ABERCROMBIE):

H. Res. 243. A resolution honoring Mayor Rudolph Giuliani, the rescue workers, and the residents of New York, New York, for their valiant efforts in responding to the terrorist attack; to the Committee on Government Reform.

PRIVATE BILLS AND RESOLUTIONS

Under clause 3 of rule XII,

[Omitted from the Record of September 20, 2001]

Mr. COX introduced a bill (H.R. 2923) to authorize the Secretary of Transportation to issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the vessel *Sovereign*; which was referred to the Committee on Transportation and Infrastructure.

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions as follows:

[Omitted from the Record of September 20, 2001]

H.R. 28: Mr. ANDREWS.

H.R. 162: Mr. MATHESON, Mr. LAMPSON, Mr. LARSON of Connecticut, and Mr. PHELPS.

H.R. 184: Ms. CARSON of Indiana and Mr. GUTIERREZ.

H.R. 218: Mr. LAMPSON, Mr. TURNER, and Mr. BENTSEN.

H.R. 257: Mr. BARR of Georgia.

H.R. 281: Mr. FORD.

H.R. 292: Mr. WEINER, Mr. HINCHEY, Mr. PAYNE, Ms. NORTON, and Mr. BENTSEN.

H.R. 425: Mr. McDERMOTT and Mr. OLVER.

H.R. 439: Mr. BALDACCIO.

H.R. 476: Mr. COLLINS and Mr. NEY.

H.R. 488: Mr. MOORE.

H.R. 525: Mr. PITTS.

H.R. 597: Mr. GUTIERREZ.

H.R. 817: Mr. HILL and Mr. CALLAHAN.

H.R. 831: Mr. KINGSTON, Ms. BERKLEY, Mr. RYUN of Kansas, Mr. ROSS, Mr. DIAZ-BALART, Mr. MCINTYRE, Mr. WELLER, Mr. ANDREWS, Ms. ROS-LEHTINEN, Mr. SHIMKUS, and Mrs. MYRICK.

H.R. 902: Mr. OLVER and Mr. HILLIARD.

H.R. 1037: Mr. DEMINT.

H.R. 1084: Mr. GILLMOR.

H.R. 1178: Mrs. JO ANN DAVIS of Virginia.

H.R. 1254: Mr. WAXMAN.

H.R. 1296: Mr. MORAN of Virginia, Mrs. MINK of Hawaii, Mr. SAM JOHNSON of Texas, Mr. HASTINGS of Washington, Mr. MEEHAN, and Mr. FRANK.

H.R. 1354: Mr. FORD and Mr. MATSUI.

H.R. 1367: Mr. STARK.

H.R. 1421: Mr. MARKEY, Mr. TRAFICANT, Mr. DICKS, Mr. HOUGHTON, Ms. SANCHEZ, Mrs. NAPOLITANO, Mr. SANDERS, Ms. PRYCE of Ohio, and Mrs. MINK of Hawaii.

H.R. 1454: Mr. DOYLE, Mr. MATHESON, Mrs. CHRISTENSEN, and Mr. STARK.

H.R. 1460: Mr. DEFazio and Mr. LARSEN of Washington.

H.R. 1462: Mr. TANCREDO.

H.R. 1494: Mrs. TAUSCHER.

H.R. 1509: Mr. MARKEY.

H.R. 1510: Mr. MORAN of Kansas, Mr. LANGEVIN, Mr. LAHOOD, Mr. SUNUNU, Mrs. JO ANN DAVIS of Virginia, and Mr. EHRLICH.

H.R. 1532: Mr. ISAKSON.

H.R. 1581: Mr. NETHERCUTT.

H.R. 1582: Ms. WATSON.

H.R. 1587: Mr. OWENS, Ms. MCCOLLUM, and Mr. GUTIERREZ.

H.R. 1611: Mr. KELLER.

H.R. 1645: Mr. RADANOVICH and Mr. CAPUANO.

H.R. 1675: Mr. OSE.

H.R. 1711: Mr. SMITH of Washington and Mr. LARSEN of Washington.

H.R. 1718: Mr. HINOJOSA, Ms. LOFGREN, Ms. BALDWIN, Mr. ALLEN, Ms. PRYCE of Ohio, Mr. DEFazio, and Mr. DELAHUNT.

H.R. 1720: Mrs. NAPOLITANO, Mr. CROWLEY, Mr. FROST, Mrs. MORELLA, Mr. WATTS of Oklahoma, Ms. ESHOO, Mr. STARK, Mr. OWENS, Mr. PAYNE, Mr. BOUCHER, and Mr. HINCHEY.

H.R. 1744: Mr. SKELTON, Mrs. CAPPS, Mr. RUSH, Mr. DIAZ-BALART, and Mr. McNULTY.

H.R. 1748: Mr. FORBES.

H.R. 1775: Mr. SCHIFF.

H.R. 1806: Mr. FILNER.

H.R. 1873: Mr. UDALL of New Mexico.

H.R. 1904: Mr. MCGOVERN.

H.R. 1928: Mrs. CLAYTON.

H.R. 1935: Mr. GREEN of Wisconsin and Mr. BROWN of South Carolina.

H.R. 1982: Mr. BROWN of South Carolina.

H.R. 1983: Mr. INSLEE and Mr. VITTER.

H.R. 2009: Mr. LEVIN.

H.R. 2158: Mr. COYNE.

H.R. 2162: Mrs. NAPOLITANO.

H.R. 2220: Mr. BONIOR and Ms. VELAZQUEZ.

H.R. 2222: Ms. NORTON.

H.R. 2280: Mr. FOLEY.

H.R. 2282: Mr. FROST.

H.R. 2293: Mr. WELDON of Florida, Mr. GIBBONS, and Mr. LARGENT.

H.R. 2308: Mr. PASTOR and Mr. SCHROCK.

H.R. 2322: Ms. PRYCE of Ohio.

H.R. 2352: Mr. EVANS.

H.R. 2357: Mr. NEY and Mr. TAUZIN.

H.R. 2363: Ms. ESHOO, Mr. MOLLOHAN, Ms. BALDWIN, and Mr. RAHALL.

H.R. 2515: Mr. COOKSEY.

H.R. 2521: Ms. HART, Mr. MATHESON, and Mr. ENGLISH.

H.R. 2537: Mr. MATHESON, Mr. MCGOVERN, Mr. PLATTS, Ms. WATSON, Ms. MCKINNEY, Mr. CROWLEY, Mr. ROTHMAN, and Mr. ENGLISH.

H.R. 2538: Mr. CARSON of Oklahoma, Mr. PALLONE, Mr. KILDEE, Mr. HONDA, Mr. BAIRD, Mr. JONES of Ohio, and Mrs. CHRISTENSEN.

H.R. 2566: Mr. ROTHMAN, Mr. HORN, Mr. PLATTS, Mr. ENGLISH, Mr. SHAYS, Mr. OWENS, Mrs. MORELLA, Mr. BACA, and Mr. TANCREDO.

H.R. 2605: Mr. MCGOVERN.

H.R. 2654: Mr. LAMPSON.

H.R. 2675: Ms. SANCHEZ.

H.R. 2718: Mr. MCGOVERN.

H.R. 2723: Mr. TIAHRT, Mrs. TAUSCHER, and Mr. CALVERT.

H.R. 2725: Mr. WALSH and Mr. BONIOR.

H.R. 2727: Mr. HINCHEY.

H.R. 2794: Mr. HONDA and Mr. MEEHAN.

H.R. 2804: Mr. LANTOS, Mr. DOOLEY of California, and Mr. COX.

H.R. 2866: Mrs. MINK of Hawaii, Mr. FARR of California, Ms. DELAURO, Mrs. DAVIS of California, Mrs. CLAYTON, Mr. CAPUANO, Mr. MEEHAN, Mr. HINCHEY, Ms. PELOSI, Mr. TIERNEY, Mr. OLVER, Mr. WYNN, and Ms. WOOLSEY.

H.R. 2887: Mrs. ROUKEMA.

H.R. 2891: Mr. PALLONE, Mr. ISRAEL, and Mr. PAYNE.

H.R. 2899: Mr. ISSA and Mr. THUNE.

H. Con. Res. 20: Mr. HOLT.

H. Con. Res. 77: Mr. MCGOVERN.

H. Con. Res. 104: Mr. STUMP.

H. Con. Res. 173: Mr. MATSUI, Ms. WATSON,

Mrs. MALONEY of New York, Ms. DELAURO, Mr. PASTOR, and Mr. PRICE of North Carolina.

H. Con. Res. 188: Mr. FLETCHER.

H. Con. Res. 211: Mr. KUCINICH.

H. Res. 52: Mr. SMITH of Michigan.

[Submitted September 21, 2001]

H.R. 19: Mr. NEY and Mr. HEFLEY.

H.R. 81: Mr. MCGOVERN.

H.R. 159: Mr. BROWN of South Carolina.

H.R. 189: Mr. WELDON of Florida.

H.R. 190: Mr. HORN.

H.R. 250: Mr. HOSTETTLER.

H.R. 257: Mr. TIAHRT.

H.R. 267: Mr. LOBIONDO.

H.R. 488: Mr. GUTIERREZ.

H.R. 525: Mr. MASCARA, Ms. LEE, and Mr. MOORE.

H.R. 529: Ms. MCKINNEY.

H.R. 530: Ms. MCKINNEY.

H.R. 537: Ms. MCKINNEY.

H.R. 638: Mr. MARKEY.

H.R. 659: Ms. LOFGREN.

H.R. 690: Mr. CUMMINGS.

H.R. 774: Mr. GILLMOR and Mr. MANZULLO.

H.R. 775: Mr. MEEHAN, Mr. POMEROY, Mr. FRANK, and Mrs. CAPPS.

H.R. 776: Mr. BROWN of South Carolina.

H.R. 792: Mr. TRAFICANT, Mr. SAXTON, and Mr. FILNER.

H.R. 817: Mr. WALDEN of Oregon.

H.R. 839: Mr. GUTIERREZ.

H.R. 848: Mr. LOBIONDO, Mr. MORAN of Virginia, and Mr. WALDEN of Oregon.

H.R. 854: Ms. SANCHEZ, Mr. LATOURETTE, Mr. HALL of Ohio, Mrs. NORTUP, Mr. GONZALEZ, Mr. KINGSTON, and Mr. TIBERI.

H.R. 868: Mr. ISSA.

H.R. 950: Mr. ENGLISH.

H.R. 951: Mr. HEFLEY, Mr. SWEENEY, Mr. BOYD, Mr. ISTOOK, Mr. TERRY, Mr. WEINER, Mr. LEWIS of Georgia, and Mr. MCHUGH.

H.R. 959: Mrs. NAPOLITANO, Mr. EVANS, Mr. GALLEGLY, Mr. HUNTER, Mr. SMITH of Texas, and Ms. LOFGREN.

H.R. 969: Mr. VITTER.

H.R. 981: Mr. BARR of Georgia, Mr. PETERSON of Pennsylvania, and Mr. HALL of Texas.

H.R. 1032: Mr. HOLT.

H.R. 1051: Mr. SABO, Mr. SERRANO, and Mr. LANTOS.

H.R. 1073: Mr. BARRETT.
 H.R. 1097: Mr. ABERCROMBIE.
 H.R. 1158: Mrs. TAUSCHER, Mr. HASTINGS of Florida, and Ms. HART.
 H.R. 1171: Mrs. CUBIN.
 H.R. 1238: Mr. EHRLICH.
 H.R. 1304: Mr. LAHOOD.
 H.R. 1309: Mr. PRICE of North Carolina.
 H.R. 1351: Mr. NUSSLE, Mr. LEACH, and Mr. TIBERI.
 H.R. 1357: Mr. GONZALEZ.
 H.R. 1377: Ms. SANCHEZ and Mr. KOLBE.
 H.R. 1411: Mr. TOM DAVIS of Virginia.
 H.R. 1436: Mr. CAPUANO, Ms. BROWN of Florida, Mr. EHRLICH, and Mr. MCHUGH.
 H.R. 1471: Mr. HYDE.
 H.R. 1474: Mr. RYAN of Wisconsin.
 H.R. 1475: Mr. LAWSON of Connecticut, Mr. CUMMINGS, Mr. LAMPSON.
 H.R. 1509: Mr. BONIOR.
 H.R. 1540: Mr. ACEVEDO-VILA, Mr. EVANS, Mr. OWENS, Mr. CROWLEY, Ms. CROWLEY, Ms. LEE, Mr. BONIOR, and Mrs. JONES of Ohio.
 H.R. 1553: Mr. MCGOVERN.
 H.R. 1556: Mr. WEXLER, Mr. TOOMEY, Ms. SANCHEZ, Mr. KINGSTON, Mr. MATHESON, and Mr. BALLENGER.
 H.R. 1596: Mr. SUNUNU.
 H.R. 1599: Mr. FOLEY and Mr. BARTLETT of Maryland.
 H.R. 1609: Mr. KINGSTON and Mr. TOOMEY.
 H.R. 1650: Mr. LEACH.
 H.R. 1700: Mr. BOUCHER and Mr. LEVIN.
 H.R. 1754: Mr. FOLEY.
 H.R. 1773: Mr. FOLEY.
 H.R. 1795: Ms. HART, Ms. WATSON, and Mr. OSE.
 H.R. 1809: Mr. UDALL of New Mexico.
 H.R. 1822: Mr. SCHAFFER, Mr. MORAN of Virginia, and Mr. GUTIERREZ.
 H.R. 1835: Mr. ROGERS of Kentucky and Mr. WICKER.
 H.R. 1897: Mr. EVANS.
 H.R. 1911: Mr. DEFazio.
 H.R. 1913: Mr. UDALL of New Mexico.
 H.R. 1919: Mr. GOODE, Mr. ROGERS of Michigan, Mr. SMITH of Michigan, Mr. BOSWELL, Mrs. JO ANN DAVIS of Virginia and Mr. MASCARA.
 H.R. 1948: Mr. PRICE of North Carolina.
 H.R. 1956: Mr. LARSEN of Washington.
 H.R. 1988: Mr. ROGERS of Kentucky, Ms. HART, and Mr. GRAHAM.
 H.R. 1990: Mr. CROWLEY, Ms. KAPTUR, and Ms. BALDWIN.
 H.R. 1997: Mr. LAMPSON, Mr. KUCINICH, Mr. GUTIERREZ, and Ms. MCKINNEY.
 H.R. 2001: Mr. SUNUNU and Ms. SANCHEZ.
 H.R. 2018: Mr. CRAMER, Mr. MANZULLO, Mr. CALLAHAN, Mrs. BIGGERT, Mr. TIAHRT, Mr. FORBES, Mr. GOODLATTE, Mr. BROWN of South Carolina, Mr. LAMPSON, Mr. MATHESON, and Mrs. MCCARTHY of New York.
 H.R. 2074: Mr. LOBIONDO, Ms. SANCHEZ, Mr. DAVIS of Florida and Mr. CLEMENT.
 H.R. 2155: Ms. JACKSON-LEE of Texas, Mr. GOODE, Mr. GALLEGLY, and Mr. McDERMOTT.
 H.R. 2173: Mr. KUCINICH and Mr. OLVER.
 H.R. 2182: Mr. KILDEE.
 H.R. 2189: Mr. CALVERT.
 H.R. 2203: Mr. HALL of Texas, Mr. UDALL of New Mexico, Ms. HART, and Mr. GORDON.
 H.R. 2232: Mr. LANTOS, Mr. PAYNE, Mr. EVANS, Mr. PASCRELL, Mr. RUSH, Mr. BORSKI, Mr. BECERRA, Mr. UDALL of New Mexico, Mr. ORTIZ, Ms. SCHAKOWSKY, Mr. DOYLE, and Mr. KUCINICH.
 H.R. 2329: Mr. CONYERS and Mrs. LOWEY.
 H.R. 2333: Mr. PRICE of North Carolina, Mr. LEVIN, Mr. CRAMER, Mr. SHOWS, and Mr. BENTSEN.
 H.R. 2339: Mr. BONIOR.
 H.R. 2357: Mr. DEAL of Georgia, Mr. CALVERT, Mr. WELDON of Florida, Mr. KELLER, Mr. FORBES, Mr. WICKER, and Mr. BALLENGER.
 H.R. 2364: Ms. BALDWIN.
 H.R. 2375: Mr. WEXLER and Mrs. LOWEY.

H.R. 2454: Mrs. DAVIS of California, Mr. CUNNINGHAM, Mr. ISSA, Mr. TAYLOR of North Carolina, Mr. ARMY, Mr. GIBBONS, Mr. TOM DAVIS of Virginia, Mr. EHRLICH, Mr. OXLEY, Mr. BONILLA, Mr. CRANE, Mr. MICA, Mr. HASTER, Mr. ROYCE, Mr. HUNTER, Mr. GALLEGLY, Mrs. MORELLA, Mr. GEPHARDT, and Mr. BONIOR.
 H.R. 2485: Mr. ISAKSON and Mr. SHAYS.
 H.R. 2515: Mr. ENGLISH, Mr. GOODE, Mr. PICKERING, and Mr. PETRI.
 H.R. 2555: Mrs. MEEK of Florida.
 H.R. 2560: Mr. GUTIERREZ.
 H.R. 2570: Mr. EHLERS, Ms. BERKLEY, Mr. McDERMOTT, Mr. HOEFFEL, Ms. SOLIS, Mr. UDALL of Colorado, Mr. FILNER, and Mr. GUTIERREZ.
 H.R. 2623: Ms. ROYBAL-ALLARD.
 H.R. 2629: Mr. HINCHEY.
 H.R. 2632: Mr. SMITH of New Jersey.
 H.R. 2722: Mr. CAPUANO, Ms. PELOSI, Mrs. TAUSCHER, Mr. UNDERWOOD, Mr. LAMPSON, Mr. COSTELLO, and Mr. WEXLER.
 H.R. 2725: Mr. CARSON of Oklahoma and Ms. HART.
 H.R. 2750: Mr. McNULTY, Mr. PAUL, Mr. FRANK, and Mr. HINCHEY.
 H.R. 2781: Mr. BROWN of South Carolina, Mr. MASCARA, and Mr. NEY.
 H.R. 2783: Mr. BONIOR.
 H.R. 2788: Mr. OWENS.
 H.R. 2837: Mr. GUTIERREZ and Mr. THOMPSON of Mississippi.
 H.R. 2847: Mr. FROST.
 H.R. 2863: Mr. FILNER, Mr. CAPUANO, and Ms. ESHOO.
 H.R. 2895: Mr. KUCINICH, Mr. SANDERS, Mr. MCGOVERN, Mr. WU, Mr. UDALL of New Mexico, and Mr. NADLER.
 H.R. 2897: Ms. JACKSON-LEE of Texas, Ms. KAPTUR, Mrs. MINK of Hawaii, Mr. McNULTY, Mr. GREEN of Texas, Ms. ROS-LEHTINEN, Mr. DIAZ-BALART, Mrs. NAPOLITANO, Mr. FRANK, Mr. GONZALEZ, Mrs. MALONEY of New York, Ms. MCKINNEY, Mr. REYES, Mr. UNDERWOOD, Ms. SOLIS, Mr. ENGEL, Mr. MENENDEZ, Mr. BECERRA, Ms. ROYBAL-ALLARD, Mr. HINCHEY, and Ms. VELÁZQUEZ.
 H.R. 2899: Mr. FORBES, Mr. FLETCHER, Mr. ENGLISH, Mr. BALLENGER, Mr. ROGERS of Kentucky, Mr. REYES, Ms. HART, and Mr. LEWIS of Kentucky.
 H.R. 2900: Mr. SHERMAN, Mr. MALONEY of Connecticut, Mr. FORD, Mr. ISRAEL, and Mr. WATT of North Carolina.
 H.R. 2902: Mr. BECERRA, Mr. FALCOMA-VAEGA, Mr. KUCINICH, Ms. LOFGREN, Mr. MCGOVERN, Mr. RANGEL, Mr. KING, Mr. SAWYER, Mrs. KELLY, Mr. WALSH, Mr. GONZALEZ, Mr. NADLER, and Mr. CALVERT.
 H.R. 2905: Mr. GILMAN, Mr. ENGEL, and Mrs. THURMAN.
 H.R. 2906: Mr. CALVERT, Mr. ENGEL, Mr. VITTER, and Mr. PICKERING.
 H.R. 2907: Mr. FARR of California, Mr. BILIRAKIS, Mr. SMITH of New Jersey, Ms. ROS-LEHTINEN, Mr. BARRETT, Mr. SANDLIN, Mr. WOLF, Mrs. BONO, Mr. BENTSEN, Mrs. DAVIS of California, Mr. COYNE, Ms. GRANGER, Mrs. JOHNSON of Connecticut, Mr. SIMMONS, Mr. FOSSELLA, Mr. GALLEGLY, Mr. RAMSTAD, Mr. WALSH, Mr. LIPINSKI, Mr. ENGEL, Mr. RAHALL, Mr. BONIOR, Mr. FILNER, Mr. COBLE, Mr. ROSS, Ms. HART, Mr. ROTHMAN, Mr. MATHESON, Mr. NEAL of Massachusetts, Mr. HASTINGS of Florida, Mr. ISRAEL, Mr. JONES of North Carolina, Mr. SHOWS, Mr. PALLONE, Ms. MCCARTHY of Missouri, Mr. DOYLE, Ms. LEE, Mr. GONZALEZ, Mr. POMBO, Mr. KILDEE, and Ms. SOLIS.
 H.J. Res. 40: Mr. DAVIS of Florida.
 H.J. Res. 59: Mr. SHAW.
 H. Con. Res. 17: Mr. FILNER.
 H. Con. Res. 97: Mr. RADANOVICH.
 H. Con. Res. 104: Mrs. MINK of Hawaii, Mr. SIMPSON, and Mr. PICKERING.
 H. Con. Res. 162: Mr. McKEON and Mr. FRANK.

H. Con. Res. 181: Mr. SNYDER and Mr. ROGERS of Kentucky.
 H. Con. Res. 184: Mr. KERNS, Mr. HAYES, and Mr. VITTER.
 H. Con. Res. 197: Mr. WAXMAN, Mr. INSLEE, Mr. KENNEDY of Rhode Island, Ms. LOFGREN, Mr. PUTNAM, and Mr. HINCHEY.
 H. Con. Res. 222: Mr. ENGEL.
 H. Con. Res. 228: Mr. SANDLIN, Mr. UDALL of Colorado, Mrs. JONES of Ohio, Mr. WEXLER, Mr. LAMPSON, Mrs. MEEK of Florida, Mr. MEEHAN, Mr. HOUGHTON, Mr. LIPINSKI, Mr. WYNN, Mr. ROTHMAN, Mr. FROST, Mr. GEORGE MILLER of California, Mr. MCGOVERN, Mr. RANGEL, Mr. NADLER, Mr. LaFALCE, Ms. SOLIS, Mr. FORD, Mrs. CLAYTON, Mr. PAYNE, Mr. FATTAH, Mr. OWENS, Ms. WATSON, Mr. JEFFERSON, Ms. LEE, Ms. BROWN of Florida, Mr. CLYBURN, Mr. THOMPSON of Mississippi, Mrs. CHRISTENSEN, Mr. JACKSON of Illinois, Mr. HILLIARD, Ms. KILPATRICK, Mr. TIERNEY, Mr. WU, Mr. McDERMOTT, Ms. VELÁZQUEZ, Mrs. LOWEY, Mr. UDALL of New Mexico, Ms. DeLAURO, Mr. KILDEE, Mr. QUINN, Mr. DEUTSCH, Mr. FOLEY, Mr. PLATTS, Mr. ENGEL, and Mr. KUCINICH.
 H. Con. Res. 230: Mr. RUSH, Mr. SMITH of Washington, Ms. NORTON, Mr. HOLDEN, Mr. BOYD, Mrs. MCCARTHY of New York, Mr. LANGEVIN, Mr. CROWLEY, Mr. JACKSON of Illinois, Mr. PALLONE, Mr. VISCLOSKEY, Mr. SHOWS, Mr. GEORGE MILLER of California, Mrs. THURMAN, Mr. MARKEY, Mr. PETERSON of Minnesota, Mr. BOUCHER, Mr. SERRANO, Mr. SANDLIN, Mr. LAMPSON, Ms. ROYBAL-ALLARD, Mr. CLYBURN, Ms. KILPATRICK, Mr. JEFFERSON, Mr. HALL of Texas, Mr. ACEVEDO-VILA, Mr. DOGGETT, Ms. SOLIS, Ms. LEE, Mr. HINCHEY, Mr. BACA, Mr. BISHOP, Mr. BECERRA, Mrs. NAPOLITANO, Mrs. MALONEY of New York, Mr. MOORE, Mr. FRANK, Mr. OWENS, Mr. BLUMENAUER, Mrs. MEEK of Florida, Mrs. MINK of Hawaii, Mr. LaFALCE, Mr. CUMMINGS, Mr. DOYLE, Mr. GONZALEZ, Mr. STRICKLAND, Mr. GORDON, Ms. MCKINNEY, Mr. LANTOS, Mr. UNDERWOOD, Mr. SHERMAN, Mr. TURNER, Mr. ISRAEL, Mr. ROEMER, Mr. UDALL of New Mexico, Mr. PASCRELL, Mrs. CHRISTENSEN, Mrs. JONES of Ohio, Mr. TOWNS, Mr. DAVIS of Illinois, Mr. DICKS, Mr. PHELPS, Mr. LUTHER, Mrs. CAPPS, Mr. DAVIS of Florida, Ms. VELÁZQUEZ, Ms. SCHAKOWSKY, Mr. FROST, Mr. MCGOVERN, Ms. JACKSON-LEE of Texas, Mr. SCOTT, Ms. MCCARTHY of Missouri, Mr. DEFazio, Mr. UDALL of Colorado, Mr. PRICE of North Carolina, Mr. KILDEE, Mr. RODRIGUEZ, Mr. BALDACCIO, Mr. McDERMOTT, Mr. BERMAN, Mr. CASTLE, Mr. DEUTSCH, Mr. REYES, Mr. WELLER, Mr. STUMP, Mr. HOEKSTRA, Mrs. ROUKEMA, Mrs. MORELLA, Mr. FORBES, Mr. KINGSTON, Mr. BILIRAKIS, Mr. PICKERING, Mr. GRAVES, Mr. ADERHOLT, Mr. LATOURETTE, Mr. HUNTER, Mr. SHERWOOD, Mr. LAHOOD, Mr. ROGERS of Kentucky, Mr. COLLINS, Mr. SAXTON, Mr. BURTON of Indiana, Mr. LOBIONDO, Mr. ENGLISH, Mr. ROYCE, Mr. RADANOVICH, Mr. SIMMONS, Mr. OXLEY, Mr. DIAZ-BALART, Mr. WALDEN of Oregon, Mr. KENNEDY of Minnesota, Mr. KERNS, Mr. HAYES, Mr. CUNNINGHAM, Mr. GILMAN, Mr. SIMPSON, Mr. WATTS of Oklahoma, Mr. THUNE, Mr. JOHNSON of Illinois, Mr. GREENWOOD, Mr. SKEEN, Mr. GEKAS, Mrs. EMERSON, Mr. DOOLITTLE, Mr. GOODE, Mr. ISSA, Mr. KOLBE, Ms. ROS-LEHTINEN, Mr. SMITH of New Jersey, Mr. CHAMBLISS, Mr. WELDON of Pennsylvania, Mr. WOLF, Mr. GRUCCI, Mr. GANSKE, Ms. GRANGER, Mr. WALSH, Mr. BACHUS, Mr. BALLENGER, and Mr. GARY G. MILLER of California.
 H. Con. Res. 233: Mrs. EMERSON, Mr. SUNUNU, Mr. WALSH, and Mr. MCHUGH.
 H. Res. 15: Mr. PHELPS.
 H. Res. 52: Mr. KING, Mr. SUNUNU, Mr. MORAN of Virginia, and Mr. MCGOVERN.

H. Res. 98: Mr. PALLONE, Ms. BROWN of Florida, Ms. MILLENDER-MCDONALD, and Mr. FRANK.

H. Res. 117: Mr. BAIRD.

H. Res. 200: Mr. KIRK and Mr. DOYLE.

H. Res. 235: Mr. RANGEL, Mr. GILMAN, Mr. SHERMAN, Mrs. CLAYTON, Mr. LEWIS of Georgia, and Mr. DEUTSCH.

DELETIONS OF SPONSORS FROM PUBLIC BILLS AND RESOLUTIONS

Under clause 7 of rule XII, sponsors were deleted from public bills and resolutions as follows:

[Omitted from the Record of September 20, 2001]

H.R. 2779: Ms. NORTON.

[Submitted September 21, 2001]

H.R. 1109: Mr. CALLAHAN.

H.R. 1266: Mr. HASTINGS of Florida.

H. Con. Res. 73: Mr. FLAKE.

AMENDMENTS

Under clause 8 of rule XVIII, proposed amendments were submitted as follows:

[Omitted from the Record of September 20, 2001]

H.R. 2891

OFFERED BY: MR. ANDREWS

AMENDMENT No. 1: At the end of title I of the bill, add the following:

SEC. ____ ASSISTANCE FOR CHAUFFEURED GROUND TRANSPORTATION COMPANIES.

(a) IN GENERAL.—Before providing assistance to air carriers under section 101, the President may set aside a portion of the sums made available to provide such assistance for providing assistance to chauffeured ground transportation companies that incurred losses as a result of the terrorist attacks on the United States that occurred on September 11, 2001.

(b) ELIGIBILITY.—A chauffeured ground transportation company shall be eligible for assistance under subsection (a) if, in the 3-year period ending on the date of enactment of this Act, the company derived at least 50 percent of its revenues from providing transportation to or from an airport.

(c) TYPES OF ASSISTANCE.—In providing assistance under this section, the President is authorized—

(1) subject to such terms and conditions as the President deems necessary, to extend

lines of credit and make guarantees and loans to chauffeured ground transportation companies; and

(2) to compensate chauffeured ground transportation companies for losses incurred by the companies as a direct result of the attacks.

(d) CHAUFFEURED GROUND TRANSPORTATION COMPANY DEFINED.—In this section, the term “chauffeured ground transportation company” means a company that provides transportation reliant upon a motor vehicle used in the business of carrying passengers for hire to provide prearranged passenger transportation at a premium fare on a dedicated, nonscheduled, charter basis that is not conducted on a regular route and with a seating capacity in no event more than 15 passengers, including the driver. This shall not include taxicabs, hotel, or airport shuttles and buses.

[Submitted September 21, 2001]

H.R. 2926

OFFERED BY: MR. HASTINGS OF FLORIDA

AMENDMENT No. 1: At the end of the bill, add the following new title:

TITLE V—ANCILLARY AIRLINE INDUSTRIES

SEC. 501. RELIEF FROM LOSSES RESULTING FROM TERRORIST ATTACKS.

(a) IN GENERAL.—Notwithstanding any other provision of law, the President shall take the following actions to compensate business concerns in the ancillary airline industry for incremental losses incurred by the business concerns as a result of the terrorist attacks on the United States that occurred on September 11, 2001.

(b) COMPENSATION.—Under subsection (a), the President shall compensate business concerns in an aggregate amount equal to \$4,000,000,000 for incremental losses incurred beginning September 11, 2001, and ending December 31, 2001, by the business concerns as a direct result of such attacks.

(c) EMERGENCY DESIGNATION.—Congress designates the amount of new budget authority and outlays in all fiscal years resulting from this title as an emergency requirement pursuant to section 252(e) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(e)). Such amount shall be available only to the extent that a request, that includes designation of such amount as an emergency requirement as defined in such Act, is transmitted by the President to Congress.

SEC. 502. SPECIAL RULES FOR COMPENSATION.

(a) DOCUMENTATION.—The amount of compensation payable to a business concern in

the ancillary airline industry under section 501 may not exceed the amount of losses described in section 501 that the business concern demonstrates to the satisfaction of the President, using sworn financial statements or other appropriate data, that the business concern incurred.

(b) PAYMENTS.—The President may provide compensation to business concerns under section 501 in 1 or more payments up to the amount authorized by this title.

SEC. 503. REPORTS.

(a) REPORT.—Not later than February 1, 2001, the President shall transmit to the Committee on Transportation and Infrastructure, the Committee on Appropriations, and the Committee on the Budget of the House of Representatives and the Committee on Commerce, Science, and Transportation, the Committee on Appropriations, and the Committee on the Budget of the Senate a report on the financial status of the ancillary airline industry and the amounts of assistance provided under this title to business concerns.

(b) UPDATE.—Not later than the last day of the 7-month period following the date of enactment of this Act, the President shall update and transmit the report to the Committees.

SEC. 504. DEFINITIONS.

In this title, the following definitions apply:

(1) ANCILLARY AIRLINE INDUSTRY.—The term “ancillary airline industry” means business concerns whose ability to derive revenues are directly affected by the airline industry, including travel agencies, car rental companies operating at airports, and other business concerns identified by the President, in consultation with the Secretary of Transportation.

(2) INCREMENTAL LOSS.—The term “incremental loss” does not include any loss that the President determines would have been incurred if the terrorist attacks on the United States that occurred on September 11, 2001, had not occurred.

H.R. 2926

OFFERED BY: MR. TRAFICANT

AMENDMENT No. 2: Page ____, after line ____, insert the following new section:

SEC. ____ No funds appropriated in this Act may be made available to any person or entity that violates the Buy American Act (41 U.S.C. 10a–10c).